The
History and Geography

of

Scranton and Its Vicinity

Compiled from:

HOLLISTER'S HISTORY OF THE LACKAWANNA VALLEY

CRAFT'S HISTORY OF THE LACKAWANNA VALLEY

MURPHY'S HISTORY OF LACKAWANNA COUNTY

by

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INTRODUCTION

Scranton is a city which is more than 100 years old. Scranton is located in the north central part of Lacka-wanna County. It lies on both banks of the Lacka-wanna River, a small stream which arises in New York State and empties into the Susquehanna, nine miles below the city.

Lackawanna County is in the northeastern section of Pennsylvania, It has a close tie historically with Luzerne County for it was once a part of it. The counties also were originally part of both the Pennsyl-vania and the Connecticut Charters. Active settlement in the Lackawanna Valley did not take place until after the Revolutionary War.

Conflicting Claims of
Pennsylvania and Connecticut
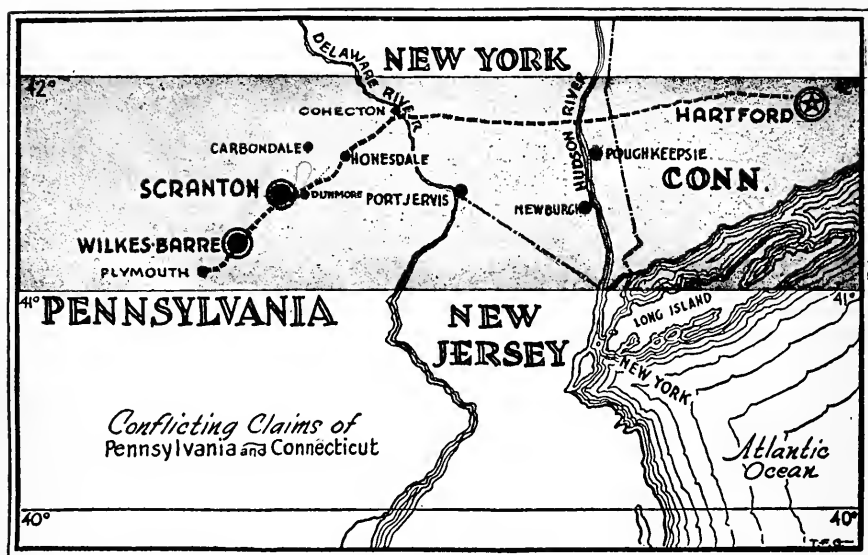
PART I—HISTORY OF SCRANTON

Early Settlements in Lackawanna and Wyoming Valleys

Before 1650 the Puritans, Pilgrims and Dutch had come to settle the new land of America. As late as 1750 in the Lackawanna and Wyoming Valleys, which lay but forty miles west of the Delaware, no white man had set foot. The Lackawanna Valley varies between four and six miles in width and is thirty-five miles in length. The river from which it takes its name flows into the Susquehanna. The Susquehanna River forms the Wyoming Valley.

These valleys were part of the trail between the southern Indian tribes and the headquarters of the powerful Six Nations at Conondaga in New York state (now Syracuse). The Six Nations, made up of the Mohawks, Senecas, Onondagas, Oneidas, Cayugas and the Tuscaroras, had conquered all the Indians in the territory lying between the Great Lakes and the Hudson River and made tribes from as far away as the Florida Everglades pay money to them. When payment was refused the Six Nations punished them. Among those conquered by the Six Nations were the Delaware Indians who lived along the Delaware River.

When the Quaker settlement at Philadelphia needed more room, William Penn bought the land on both sides of the Delaware River from the Delaware Indians. The Monseys, a branch of the Delawares, moved westward over the Warrior's Path and settled on the banks of the Lackawanna, ten miles north of its mouth. The settlement was called Capoose's Meadow or Capoose's Village. They came before 1700 and some were here when the first white explorer entered the valley in 1754. The tawny cabin dwellers were nomadic in that they went north from Capoose to Wyalusing and other points along the Susquehanna,

but they had cabins here at Capoose for winter dwelling and wig-
wams for summer. This was their home point, and with good
reason. The rich silt from the river made fertile soil for their
gardens of corn, onions, cantaloupes and beans. In the river, with
hooks made of bone, they could catch perch, pike, shad and trout.
In the woods nearby, with stone-tipped spears, they could catch
pheasants, ducks, turkeys, rabbits, moose, elk, deer, beaver and
muskrat for meat. Panthers, bears and otters gave additional
skins for clothing.

These Indians were a temperate people, eating only as they
were hungry, having no set meal time. Their habits were peaceful.
They were governed by Capoose. The village lay in back of what
is now Weston Field. Notes were posted in Indian sign language
on a huge apple tree that stood just on the present site of the
Scranton Transit car barn. The spot is now marked by a memorial.

Settlements by Susquehanna Company

In 1742, the remaining tribes of the Delawares, who had not
moved when they had sold their land to the Whites, were forced
by the Six Nations to abandon their lands along the Delaware and
move to the Wyoming Valley. The Six Nations had a treaty with
Penn and upon being informed that the Delawares had not only
sold the land, (which being a conquered tribe, they had no right
to do), but had then refused to vacate it, they roundly punished
the Delawares and forced them to keep their agreement. The
power of the Six Nations can be realized when, at their word, the
Delawares vacated the land and moved to the point where the Six
Nations decided they should live. The new Delaware settlement
was on the Susquehanna at what is now the flats below Wilkes-
Barre, some twenty miles from Capoose's Village.

In 1754, hunters who had wandered to the Susquehanna
Valley, went back to Hartford to their homes in Connecticut and

told the neighbors of the beautiful valley over the mountains. The hunters were quick to recognize that wherever they would search, they could find none more beautiful. They told of the broad fertile plains, the hunting and fishing opportunities, the beautiful lakes and rapidly running streams with their sparkling falls. These stories so interested the people that they formed a group called the Susquehanna Company, which sent out commissioners to explore the territory and establish friendly relations with the Indians who lived here.

Conflict Between Pennsylvania Proprietors and the Susquehanna Company

News of these actions on the part of the Susquehanna Company came to the ears of the Governor of Pennsylvania and he immediately sent a commission to the Six Nations to buy the lands in the valley from them. (The charters of Pennsylvania and Connecticut conflicted over the land from the 41° to the 42° parallel of latitude. The Lackawanna and Wyoming Valleys lie between the 41° and 42° parallels of latitude. The king had stated in the charter that, in order that as little trouble as possible arise with the Indians, the settlers should pay the Indians for the land. Possession, of course, was very important in ownership. The Six Nations refused to sell either to the Pennsylvanians or to the Susquehanna Company of Connecticut because they had already given the land to their own tribes, the Delawares and Shawnees. The Susquehanna Company decided to claim the land by settlement.

Pennsylvania proprietors protested to the Governor of Connecticut, but his answer was "my people have a right to settle there." This so angered some Pennsylvanians, that it was suggested that a large force of Pennsylvanians go to the Wyoming Valley, take all Yankees (Connecticut people) captive, ship the women and children back to Connecticut by way of Philadelphia

by boat and hold the men captive for bail. This plan shows the strong feeling that existed between Connecticut and Pennsylvania over the Valleys.

The Pennsylvanians decided to stop the Connecticut settlers by obtaining the friendship of the Indians in the Valleys so that they would show enmity to any but Pennamites. (Pennamites were Pennsylvanians.) To show proof of Pennamite friendship toward the Indians, white men sent by the governor from Easton came into the valley and built ten long houses for the Indians, planted crops for them and returned to their homes in Easton. The plan was successful. All Connecticut newcomers to the valley were discouraged until the summer of 1762 when twenty Yankee men came to the Wyoming Valley, built houses and planted crops. In the fall they returned to Connecticut for their wives and families.

When the settlers returned in the spring of 1764, they found their houses burned and their crops destroyed. They rebuilt and replanted but the Indians attacked in October of that year killing every man, woman and child. The Pennsylvania colony made no effort to punish the Indians.

In 1768, a conference was held between the Six Nations and the Pennamites at Oneida. At this time the Six Nations sold to Pennsylvania, the land in Lackawanna and Wyoming Valleys. The Connecticut colonists, upon hearing this disappointing news, decided that in order to strengthen their claim forty people above the age of twenty-one years should immediately go to Wyoming and settle by February first. In the following spring two hundred more were to go. Five men were put in charge of affairs and instructed to build a road that was to follow the Warrior's Path from the Delaware River through the Wallenpaupack lands, down the Moosic Mountains and by way of Capoose's Village to Wyoming. Five towns, each five miles square, were to be laid out.

Upon the arrival of the first forty Connecticut settlers the Pennamites arrested them, took them to Easton, where they were released on bail by friends they had in Easton. They immediately returned to Wyoming and built a fort. The fort built by the first forty was later called Forty Fort.

In March one hundred fifty more settlers came to the Valley of Wyoming. In Capoose's Meadow where Bariboza was now chief, Capoose having died, the Indians watched with interest as all of the new immigrants passed by and continued to the mouth of the stream. Many were the signal fires that burned from the top of Bald Mountain and were read and answered from Campbell's Ledge, two of the highest mountain tops in the area.

In 1771 Isaac Tripp, then a young man of thirty-five years, built for himself a cabin just south of Capoose's Meadow on a hill above the Lackawanna River. In 1774 he bought three hundred seventy-five acres of land from the Connecticut Susquehanna Company. His son took over the farm when Isaac Tripp, Sr., was scalped at Wyoming. The British during the Revolutionary War offered large rewards for the scalps of leaders in the colonies but the Indians at first refused to scalp Tripp, saying he was a good man. He was a Quaker and more than fair in his dealings with the Indians. At one time when they caught him they painted him and let him go. When Tripp washed off the paint, they felt he had broken his agreement with them and so they scalped him, but they may have changed their mind because the British had doubled the reward for his scalp.

When we say that Tripp bought the land, we mean that when lots were drawn by the first settlers, this stretch of land which was farthest up the valley fell to him and he paid for it. The area surrounding Capoose's Village did not attract the earliest settlers. There was not the wide plain here that could be found in the

Wyoming Valley. In the center of the land on the east side of the river was a large frog pond, a marshy region unfitted for farming.

By 1785, the Indian trails had been widened and well marked with blazes that showed direction. One of the most interesting land marks was the signal tree that stood on a mountain top northeast of Wyoming. Its bare trunk, shooting up into the air far higher than its companions did, had at the top, foliage of such scantness that it gave the appearance of an umbrella with a huge handle. When the immigrants from Connecticut saw it, they knew they were close to their journey's end.

Three roads led out of the village of Capoose. The first went south from the village to a point just nine miles below the present site of Scranton (along North and South Main Avenue) to the Indian town of Asserughney (now Coxton) at the fork where the Lackawanna meets the Susquehanna. The second road went northwest (up Market Street) through Leggett's Gap and the Abingtons to Windsor (just east of Binghamton in New York state). The third road plunged eastward through what is now Dunmore, over the tops of the Moosic Range, through Little Meadows and the Wallenpaupack lands, over the Delaware River and then across the Hudson River to Connecticut.

As the white men came into the valley, the Indians in the tradition of their father, Capoose, peacefully started westward, leaving few relics behind them. Among the relics remaining were bowls made of soapstone that were beautifully colored. As soapstone was found no nearer than New Hampshire or Maryland, such a relic would show that these Indians wandered long distances.

In 1795, a group of people looking for Indian remains, found, just north of the East Market Street Bridge, mounds which were

signs of Indian graves. Upon examining the mounds, they found them to be part of an Indian burying field. As one of the mounds seemed to have been prepared with special attention, and contained a great quantity of those implements used by the Indians it was supposed to have been the grave of the chieftain, Capoose. Arrows, stone vessels, tomahawks and knives, stone mortars and pestles for pounding corn into samp and nasasamp have been found near these graves.

There was not in the township of Providence in the year 1776 as many as three houses in a group or even as many as two within sight of each other. It took much courage and strength to settle this region. Land was cheap and fertile but it was heavily wooded. The trees had to be cut and the stumps uprooted. When the fields were planted, the squirrels and raccoons, that abounded in the region, became pests.

The few houses that were in the township were made of logs, the doors were made without boards and the windows without glass. Skins were used for doors, greased paper, for windows. News came to homes in the form of a yearly almanac. There were in all only thirty-five houses in the township, mainly occupied by New Englanders. The families met together for log fellings and burnings.

Pennamite Wars

While things were peaceful in the Lackawanna Valley, there was constant friction in the Wyoming Valley between the Connecticut Yankees and the Pennamites. Three times during the year 1769, the Pennamites drove the Yankees from their settlement. In 1770 the Yankees drove the Pennamites out three times. In 1771 there was a severe battle with much loss of life. In this battle the Yankees were successful and the Pennamites left the valley.

These battles from 1769 to 1771 comprised the battles of the First Pennamite War. The colonists appealed to Connecticut to take them under their protection. They were at first refused but in 1774, the request was granted and the Wyoming Colony became known as Westmoreland and was attached to the county of Litchfield in Connecticut. For awhile, peace existed in the valley and many new immigrants came to settle.

In 1778 during the Revolutionary War the Wyoming Valley settlement was attacked by a force of English and Indians who came down the Susquehanna River from New York State. The fighting men of the valley were away with General Washington's army and only the old and the very young were left to defend their homes. The Wyoming settlers met complete defeat. Though the English general was generous in his terms of surrender, the Indians went completely beyond his control and plundered and killed until not one settler was left in the Valleys. This was known as the *Wyoming Massacre* and a monument memorializing the horrible incident has been erected at Wyoming, (near the airport). When General Washington heard of the massacre, he sent General John Sullivan on a special expedition to punish the Indians. Through this expedition, the power of the Six Nations was permanently broken.

When Cornwallis surrendered at Yorktown and the government of the United States was set up, Pennsylvania authorities asked that a court be established to decide on the ownership of the Lackawanna and Wyoming Valleys. By the Treaty of Trenton, Pennsylvania was given the land in the Wyoming and Lackawanna Valleys as far north as our present boundary.

Though the Treaty gave title to the land as a whole, it did not state what should happen to individual titles to land and Pennsylvania interpreting it to mean that all Connecticut people

had no longer a right to the land in Pennsylvania sent a Commission to give them notice that within a year they had to leave the valley and further, that if they would do so peacefully, land in the western part of Pennsylvania would be given to them. The Pennsylvania Government did this in order to allow Pennsylvanians who had title to these lands to occupy them. The Connecticut settlers indignantly refused to leave their homes. They had valiantly struggled to build them out of the wilderness. They had bravely fought to protect them against the English during the Revolution.

Upon receiving this refusal, Pennsylvania sent a party of rangers under Justice Alexander Patterson to the valley. The action of this group is a blot on the records of Pennsylvania. The soldiers were placed in the settlers homes without the consent of the owners, were allowed to take what they pleased, turned one hundred fifty families out of their homes and forced five hundred people to travel out of the settlement over the Moosic Mountains to the Delaware without giving them either food or other necessities. Babies, old people, and the sick were forced into fatigue, hunger and exposure.

News of angry resentment of these acts reached Pennsylvania authorities and a committee appointed to investigate reported that an army should be sent to Wilkes-Barre to force Patterson and his soldiers to disarm. A force, under John Armstrong, arrived and told the Connecticut sympathizers that, if they would surrender their arms, he would disarm Patterson. When they did surrender their arms Armstrong perfidiously had them marched to Easton to jail. Public opinion finally forced the Pennsylvania rangers to withdraw in 1784 and the valley was left in peace, but a peace underneath which smoldered a justifiable thirst for vengeance. This action terminated the Second Pennamite War.

The leader behind the movement that drove the Pennsylvanians out in 1784 was Colonel John Franklin, (originally a Connecticut Yankee), one of the leaders in the Revolutionary War. In 1785, the Connecticut settlers petitioned Congress to reopen the case of the Connecticut and Pennsylvania boundary, claiming that the decision was unfair. While Congress had it under consideration, John Franklin came to a bold resolution. He hoped to make an independent state out of the Lackawanna and Wyoming Valleys. Many prominent men in Connecticut who thought the Treaty of Trenton unfair, offered to help him. The Old Susquehanna Company reorganized to provide money and men for the army. Ethan Allen came all the way from Vermont to help his Connecticut friends, now in Pennsylvania. If it had not been for the level-headed thinking of a few of the citizens and the wise leadership of Timothy Pickering who was sent here by the United States Government, we might now be an independent state.

Pickering persuaded the Pennsylvania authorities to make the Wyoming Valley a separate county and not a part of Northumberland as it had been heretofore. Franklin was captured and sent to Philadelphia until the young county had a chance to get started. When the people saw that they would all be treated equally as Pennsylvanians, they became satisfied and no longer desired revenge. Franklin was released and became one of the outstanding leaders of the new county. This was the third and last Pennamite War.

The Growth of the Villages

With peace came rebuilding. The first house to be put up in Razorville, the former site of Capoose's Meadow, was Enoch Holmes's. It stood at the corner of Oak Street and North Main Avenue. Daniel Waderman of Germany was the second settler. He was one of the Hessians, hired by the king of England to fight the Colonists during the Revolution. He was captured near Phila-

delphia. He promised to become a worthy citizen, if he were allowed to go free. He first lived in Lancaster. He bought a strip of land in Providence Township hoping to make a better living. By 1796, there were only three houses in the village of Razorville. Providence Township was the northern township laid out by the Susquehanna Company. It extended from Pittston to Blakely.

Deep Hollow on the eastern bank of the Lackawanna River, one mile south of Capoose's Village, resounded with the stroke of the advancing ax. A number of settlers in the Valley had bought and paid both the Susquehanna Company and the Penn estate for their lands, but in order to restore harmony they repurchased land from Pennsylvania.

The first settler to live in Deep or Dark Hollow (Central Scranton) was Philip Abbott from Connecticut. He came here before the Revolution, was one of those who escaped from the Indians during the Revolutionary War and was imprisoned during the Pennamite War. When he returned to the home that had been destroyed several times, he rebuilt it, and since the farms of the surrounding territory raised rye and corn which had to be carried to Wyoming for milling, decided to build a grist mill on the west side of the Roaring Brook just below the present site of the Cedar Avenue Bridge.

The construction of the mill was marked by rude simplicity. Two millstones cut from the granite of an adjoining ledge were placed one above the other and were joined by an iron spindle. These crushed the grain. The spindle twirled by its attachment of skins to the mill wheel that lay in the river and was turned by the current of Roaring Brook. The crushed grain fell on a bolt made of stretched deer skin perforated with sieve like holes that separated the flour from the kernel. The bolt was worked by hand.

The river was between the mill and the majority of the farms, but it could be forded in summer and it froze over in winter. The mill succeeded to such an extent that it soon needed a larger capacity. To this end, Philip Abbott took his brother, James, and Reuben Taylor in as partners. Reuben Taylor built a cabin just below the mill in the forks of the brook and the river. He had a
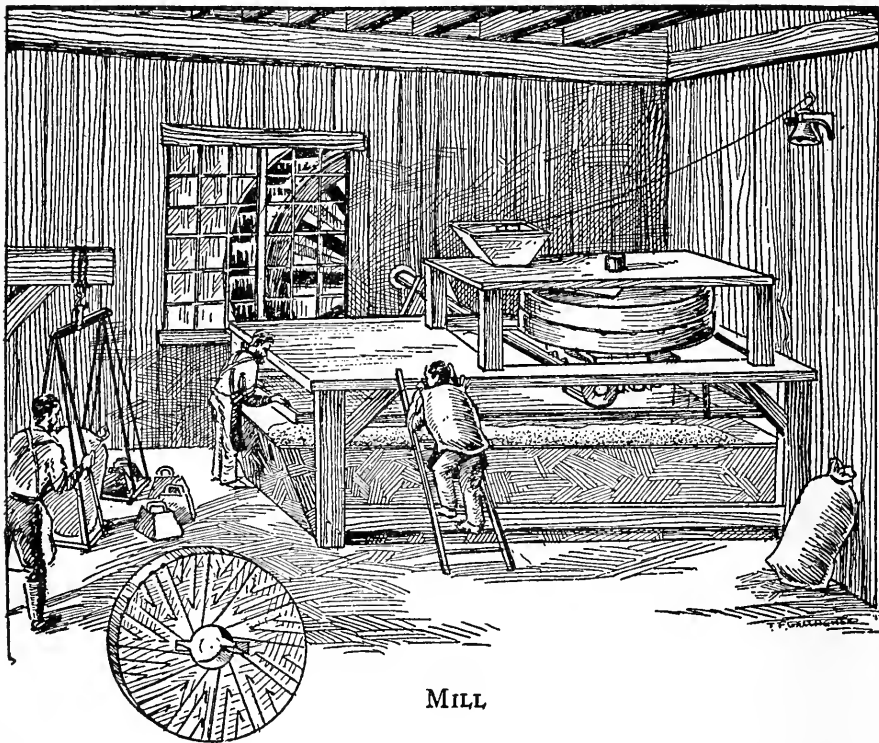
MILL

large wheat farm there also. In 1789, the three partners sold out to Seth and John Howe. In the meantime, John Stafford had built a saw mill on the Creek that bears his name.

In 1796, on the heights below Razorville and west of the Lackawanna a farm had been built by Joseph Fellows. The homestead was on South Main Avenue just opposite what is now

Oxford Street. The farmer had built a rough ford of planks across the Lackawanna at the flats where the water was sluggish, in order to take his grain to Howe's mill. The men from Razorville helped with its construction and the planks were obtained from Stafford's lumber mill.

A part of Hyde Park had been set aside, years before, for religious and school purposes by the Susquehanna Company. A preacher built his home on the plot in 1794. Just east of North main Avenue at Lafayette Street was its location. When the Susquehanna Company lost its rights, the preacher surrendered the property to the trustees of Providence Township. The assembly men of Providence Township in 1797 leased the school reservation (from Swetland Street to Scranton Street and from the river to Ninth Street) to a citizen for a thousand years. This lease deprived the schools of untold hundreds of thousands of dollars from land sales and coal rights.

The Howe family, Seth and John, had a domestic tragedy in 1797. They sold their grist mill to Ebenezer Slocum and James A. Duwain and left the valley. The Slocum family were early Yankee settlers of Wyoming. Ebenezer was the crippled child, who escaped capture when his sister, Frances, was captured by the Indians. (See appendix.) Their father was scalped by the Indians during the Revolutionary War. The partners, Slocum and Duwain, were strong and ambitious.

They improved, enlarged, and added a distillery to the mill. They also built a saw mill above the grist mill on the brook. Just back from the river, they built a smith shop. In 1800, James Duwain withdrew, discouraged by the floods that washed out the two dams for the mills. Benjamin Slocum took his place. Thriftily, the Slocums had a "dam build bee" which the farmers for miles around attended. The mills were necessary to the

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farmers for grinding their grain and milling the fine oak and pine timber that wooded these hills. In the same year as they built the new dam they added an iron forge. Each of the Slocums built his house facing the river.

Except for these homes and a few houses of the workmen, Slocum Hollow was a wilderness. Just in back of their property as late as 1810, they cleared a space to raise sheep, (where Lacka-wanna Avenue and Adams Avenue is now located), but the wolves and panthers coming from the tamarack swamp killed them. They gave up. Where the Lackawanna station now stands, there was a huge wheat field. The Slocums tried to name the place Unionville, replacing the name Dark Hollow. The latter had been derived from the contour of the land and the heavy growth of pine trees around here. The name Unionville did not gain popularity and the place came to be known as Slocum's Hollow.

The grain mill continued to be a fair source of income, as did also the distillery business, but because of the limited demand for lumber, the saw mill was not as profitable. The iron forge did well at first, but the cost of transporting the iron to its market in the large cities, such as New York, Philadelphia and other places along the Atlantic seaboard was so high that it could not be sold at a profit and meet the price of iron from sources that were nearer.

It was evident even at this early date that the locality needed good transportation. In 1817, an effort was made to improve the navigable possibilities of the Lackawanna River so that goods could be shipped down the Lackawanna into the Susquehanna to Chesapeake Bay and then to seaports on the Atlantic seaboard. It was found that canals were too expensive. Water transportation was much cheaper than land transportation.

Deep Hollow had a good quality of iron ore on the banks of the river, and a splendid source of charcoal in its pine forests,

(coal was not used here for smelting iron until 1836), but the town was isolated. Even Warrior's Path from Connecticut to the Susquehanna by-passed what is now Central Scranton.

Earliest Coal Mine

While the people of our vicinity were pondering the problem of transportation, events in the outside world were working to help us. Only England supplied the bituminous coal which was used for making steam power. During the War of 1812 between the U. S. and England no bituminous coal could be imported and charcoal became very expensive. Industry was at the point of being ruined.

The Wurts brothers from Philadelphia, aware of the need of fuel for heating and for industry, remembered the black stones they had seen in explorations while vacationing along the Lackawanna. They came into the region and bought up much land where the black stones showed. The coal was lying on the surface of the ground and could be easily mined. The big problem was to ship it to Philadelphia and New York. The brothers' first idea was to carry it by oxen-pulled sleds to Jones's Creek, seven miles from Providence, where their first mine was attempted. From Jones's Creek, it would go down the Lackawaxen to the Delaware, and thence to Philadelphia and New York.

The idea met with failure because the swollen waters of the Creek in spring carried the raft, on which the coal was loaded, at such a rate of speed that the raft tipped and the coal was thrown to the Creek bed. After several failures, the brothers came to the conclusion that only by building a gravity railroad from the Valley to Honesdale and by canal from Honesdale to the Delaware and Hudson Rivers could coal be shipped to the eastern markets and sold at a profit. (The gravity railroad was a train of cars that went down the mountain by gravity, was pulled along the level by

horses and was pulled up the mountain by horses or by steam power. (See page 28.)

The idea of building the gravity road and the canals was a good one but an expensive one. Through the efforts of the brothers, the necessary million and a half dollars was collected, and the Delaware and Hudson Canal and Banking Company was formed. The road was finished in 1828. Its western terminus was Rixie's Gap, now Carbondale, eighteen miles north of Providence where the Wurts brothers had opened their first permanent mine.

Anthracite coal could now be shipped from the Valley to the eastern seaboard in abundance, but strangely enough, the public mind had not been accepting coal as a fuel. They had to be taught to use coal. Many would not take patience enough to learn how to use it. They would buy some, try it by placing the wood on top of the coal, and when it refused to burn, they would decide it was of no use. However, in spite of prejudice, it gradually found a steadily growing demand. Much of this growth could be attributed to the grates and stoves which were built to achieve the greatest possible results from use of the fuel (See the story of Judge Fell).

In 1826, the Philadelphia and Great Bend Stage coach road was built. This road provided the first bridge across the Lackawanna. (Previous to this time there had been only public fords.) The road went east over the Moosic Mountains to what is now Elmhurst and Moscow, then east to and across the Delaware River to Philadelphia. Henry Drinker was the motivating force behind this project.

Henry Drinker was also interested in the coal deposits in the Valley. He aimed to build a gravity plane railroad from the Susquehanna River to the Delaware Water Gap by way of Slocum

Hollow. He had William Henry of Lancaster survey the route with him. Henry became as interested in the project as Drinker. They planned to extend the line forty-seven miles north to Great Bend, aiming to shorten the distance to New York state and so on to the West. He tried to get subscriptions in the locality but no interest was evidenced. From 1826 to 1836, Drinker and Henry tried to get financial backing for the road.

During the big speculation days of Andrew Jackson's term in office they were successful in interesting a group of investors from New Jersey in the possibilities of building a road whereby coal
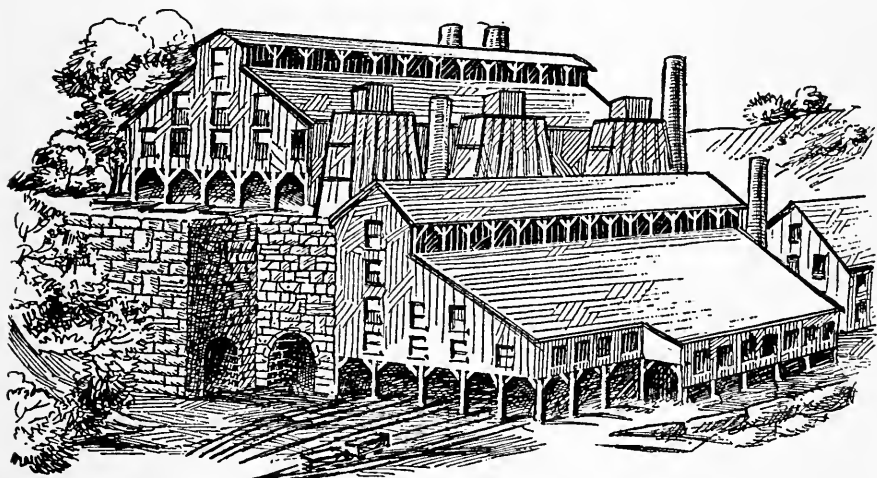
BLAST FURNACES

could be shipped to the east and on the return trip, limestone and iron ore could be brought to the Valley for manufacture. (The good iron ore found here was limited and soon exhausted.) The investors' first interest was in building a blast furnace, along the Roaring Brook. The local people called the newcomers "Jerseyites."

Coming of the Iron Industry

The village of Slocum Hollow had fallen into decay since the retirement of the Slocums in 1828. Even the building of the North Canal from Pittston to the Village had not made it possible for them to remain in business. Dunmore had been settled in 1783 by William Allsworth who on his way to the Susquehanna settlement decided to build an inn on the trail so that travelers coming over the Moosic Mountains might have a night's lodging. For many years the town had been called Buckstown. Providence, (formerly Razorville) was the largest settlement in the Lackawanna Valley. Hyde Park hadn't at that time achieved the status of village.

The people in the four settlements did not take the intentions of the "Jerseyites" too seriously and their skepticism seemed justified in the beginning for the "Jerseyites" had poor luck. First the cost of land and blast furnaces, and the erection of laborers' homes exhausted their capital. They began with a deficit, covered by a mortgage. Secondly, the new stack on the blast furnace was defective. The hot air ovens had to be multiplied, the machinery changed and the services of men, who had experience with using anthracite in smelting iron, had to be procured from Danville. Thought of a railroad had to be postponed until more capital was available. It wasn't until the spring of 1843, three years after the first work was done on the new furnace that the ore poured out into the molds. The output had increased and the quality of the ore was good.

Hope once again lived but to be dashed to the ground. The depression of 1837 caused by the land speculation throughout the country had cut building activity. Lackawanna Iron, the name of our product, had no reputation and those who were buying desired to buy a product with which they were familiar. One of the investors in the Lackawanna Furnace was George Scranton.

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It was due to additional capital from his brothers that the business was able to survive. In the first years of the Company's existence, the lone industry was the changing of iron ore into iron.

Because of the high cost of transportation (the iron and coal from the region had to be drawn by oxen nine miles to Archbald where the Delaware and Hudson's Canal Company's Railroad had been extended, while the limestone had to be drawn from Danville by way of the North Canal), the iron could not be sold in the


ROLLING MILLS
LACKAWANNA IRON AND STEEL COMPANY
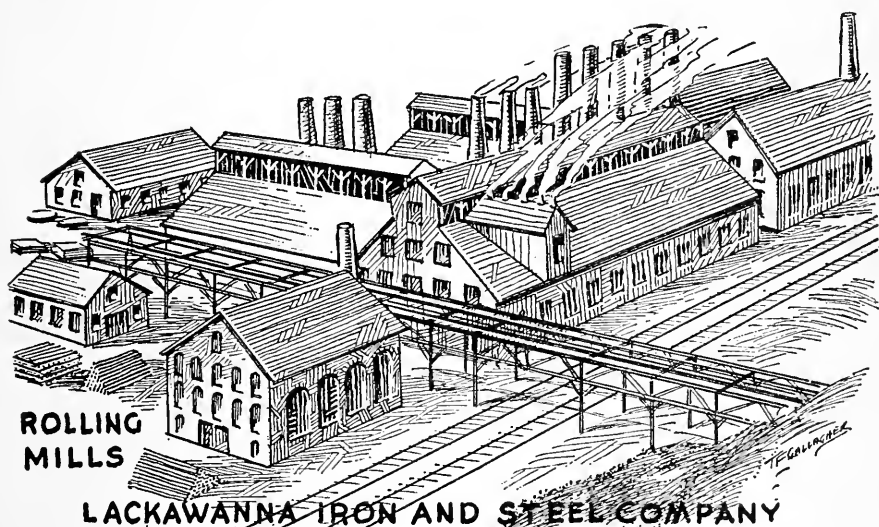
eastern markets at a profit. Iron was a bulk product and required much room so the investors decided to change the iron into a manufactured article, here at its source. In this way, the Rolling Mill and Nail Factory came into being.

In 1846, the Erie Railroad was building a line from New York to Binghamton. In that time the thin rail which covered the wooden track was called a T rail. T rails were made in England. The "Jerseyites" had the idea that T rails could be made at Slocum

Hollow.   The Erie Railroad was glad to give them the contract, because the cost of transportation from England was expensive. New equipment had to be built.   Investors were obtained by floating a new stock issue and Lackawanna Iron Works was completed in 1847.

Prosperity followed in the wake of the new industry for the new rails were satisfactory.   People who had bought stock at various times came into the valley to see the project in which they had invested.   They became interested in the coal lands in the valley and many purchased some of these lands, causing land values to rise in price.

PUDDLING MILLS
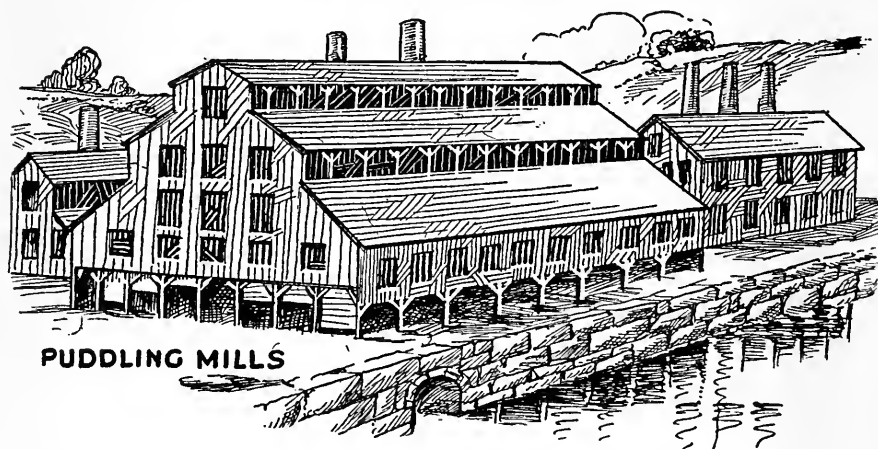
Slocum Hollow began to grow rapidly enough to cause jealous concern in her rivals, Providence and Hyde Park.   On the south side of the Roaring Brook, three hundred workman's houses had been built.   In 1843, William Henry had begun calling Slocum Hollow, Harrison, but the name never gained popularity.   Many people called the place the Lackawanna Iron Works, but in 1848 when the first post office was established, the place was called Scrantonia, later shortened to Scranton.

The postponed aims of the company to build a railroad from the Valley to the Delaware River was now brought to the front. Colonel George Scranton added the proposal that it should be a locomotive road. (See story of Stourbridge Lion.) His idea was adopted. The money for the railroad was subscribed in 1847 and the line was completed in 1851. The first locomotive to run on the new road was the Spitfire. This railroad was the beginning of the present Delaware, Lackawanna and Western Rairoad. The iron enterprise had an active existence here for sixty years, creating, from raw material, products valued at more than one and a half billion dollars.

The new railroad opened the way for development of the coal industry which was really the basic industry in Scranton's exceptional growth in population from

1840.................five hundred
1866.................thirty thousand
1910.................one-hundred thirty-thousand

Where there is work, the people gather. Where the first grist mill had stood, there were five immense blast furnaces. In the field where wheat had been planted, the Lackawanna Iron Company shops were built. There was a nail factory, a rolling mill, mines with abundant anthracite coal of good grade and a railroad that connected the valley with the Atlantic Seaboard and with the North and West. The forecast for the future was rich with promise.

During the years 1866 to 1910, four other railroads located in Scranton. These were the Delaware and Hudson, the Jersey Central, the Erie, and the New York, Ontario and Western.

The Delaware, Lackawanna and Western Railroad and the New York Ontario and Western built Round Houses and black-

smith shops for repairing their trains. These shops employed many people.

New industries came to the city. Among these were the Dickson Manufacturing Company which made mine machinery, the Cliff Works which manufactured locomotives, the Scranton Silk Company (now the Sauquoit Silk Company) which received raw silk from Japan, soaked, tinted and wound the skeins on bobbins. The bobbin threads were then twisted into various thread groups, put back into skeins and shipped to the weavers. The Sauquoit Company now makes nylon thread.

The Lackawanna Mills manufactured woolen underwear, red and ecru, long and short. They had their own button mill and their own box factory. The box factory is today the only one in operation. Capitol Records and Consolidated Molded Products are situated today on the site of the Lackawanna Mills. There were carriage shops which made sulkies, surreys and carriages for horse pulled transportation.

As the industries grew new people came to the city. By 1925 Scranton had a population of 142,000.

Anthracite coal, or stone-coal as it was called in the early days, was discovered about 1750 by a gun-smith of Christian Spring, a place near what is now Nazareth, Pa. He was asked to repair the guns of two Indians. He told them that they would have to wait three weeks as his supply of charcoal was exhausted. The Indians asked for a bag and they went into the forest. After two hours, they returned with as much stone coal as they could carry. The stones produced much better heat than the charcoal. They refused to tell where they had procured it. Their guns were repaired that day.

The word "coal" was not mentioned on any map of Pennsylvania until 1770 when one published in Philadelphia had the word "coal" in two places. Pottsville and Minersville are now located at the points which were indicated.

One of the first persons who used anthracite coal was Obediah Gore. He emigrated from Connecticut in 1769. Being a blacksmith by trade, he was interested in the black stones found by the Indians. He succeeded in using the anthracite coal in his blacksmith shop after repeated trials. He is believed to have been the first white man in this section to have used anthracite coal.

"The first coal mining company in the United States was the Lehigh Coal Mining Company, organized in 1792 by Col. Weiss. Whetstone, a blacksmith, used anthracite in Schuylkill in 1795. Coal was discovered in Carbondale in 1799. First coal shipped to Philadelphia was from Pottsville in 1800. Lehigh Coal Mining Company shipped two ark loads, about 30 tons, to Philadelphia, but couldn't sell it. It was finally used to build sidewalks. In 1803 stone coal was burned successfully in a grate at Philadelphia, but this didn't seem to aid in the development of the industry. Another boat load sent to Philadelphia in 1806 from the Lehigh region couldn't be sold. Judge Fell successfully burned it in a grate at Wilkes-Barre in 1808, and recorded that it made a cleaner and better fire at less expense than wood. This really began the coal trade from the anthracite region."—Stevenson

Jesse Fell, afterward Judge Fell, a blacksmith of Wilkes-Barre was the first person to discover the possibilities of anthracite coal for home use. He placed wood in the fireplace in his home and then, when it had ignited, he placed a quantity of coal on it. This was done late at night because he feared being made fun of by his neighbors. Early in the morning, he was astonished to find a bright fire burning. This was February 11, 1808. There was

great rejoicing throughout the valley over this discovery. It silenced every criticism as to the foolishness of trying to make "stones" burn. People now began to realize that the Wyoming Valley had great wealth in its stores of coal.

The first coal burned in the City of Scranton was discovered by H. C. VonStorch of Providence. In 1812, the spring rains washed the dirt from the surface and a coal vein was exposed. He made a grate and used the coal successfully.

By 1812, anthracite coal was found in abundance on the upper waters of the Schuylkill. Two four-horse wagon loads of it were sent from Mill Creek to Philadelphia and sold there with little effort. Among those who purchased some were the Wurts brothers.

William and Maurice Wurts came to this valley in 1812. They explored the valley in search of coal. They wanted to purchase Mr. Von Storch's interests but he did not care to sell. They were able to purchase other lands up and down the valley. In 1822 they were mining coal on the Lackawanna where the city of Carbondale now stands.

The Gravity Railroad

The first railroads built in this area were called gravity railroads because wherever possible the force of gravity was used as power. Like other railroads they were made by laying down ties and placing tracks on top of the ties. The ties of this railroad were made of hemlock and were laid ten feet apart. Upon these ties were placed the rails made also of hemlock bars which were twelve inches high, six inches thick, and between twenty and thirty feet long. These tracks were fastened to the cross ties with wooden pegs. Bars of iron, two and a half inches long and one half inch thick were put on the top and inner edge of these rails.

They were fastened to the hemlock with iron screws and were called strap rails. The phalange of the wheel rested on these iron bars, saving wear on the wooden rail.

The cars that ran on this railroad ran on a four-foot-three-inch gauge so they had to be narrower than our present railroad car in width. They were one half of our present box car in length. (An example of the passenger type car that later ran on the gravity railroad can be found at Nay Aug Park, just back of the musuem on the road to the Zoo.)

On the long planes, of which there were five, the cars of coal were pulled up the mountain plane by a stationary steam engine that supported the weight of the coal, while two wheels placed in tandem let down empty cars that counterbalanced the weight of the cars. All cars went down the plane by gravity and were controlled by brakes. On the level the cars were pulled by mules or horses. In some cases the horses became so used to riding down that force was needed to make them pull the cars when they became stuck on the down grade as sometimes happened when ice or heat warped the rails. On the short planes, counterbalance or horse power was used to climb the plane.

On level stretches of ground, the construction of the road bed was comparatively easy, excepting where narrow valleys were met. In such cases, trestles were built to preserve a level surface because the cars could not run up one hill and down the other side of narrow valleys. The whole road was made up necessarily of levels and planes. When the surface of the ground did not conform to the level or the plane of the proposed road bed, posts were driven into the ground and the ties were placed on the tops of the posts. This type of construction was used for differences of four feet or less between the proposed road bed and the actual surface of the ground. Whenever larger differences were met a trestle of hickory wood was built.

In the early days, the cars were attached to the engines by iron chains, but there were so many breaks in the chains causing serious accidents that hemp ropes dipped in tar soon replaced them.

This road was completed in 1830 and continued in use for more than sixty years. The Pennsylvania Railroad later built a gravity road from Pittston to Hawley by way of Scranton. It was patterned after the Delaware and Hudson.

Stourbridge Lion

When the gravity railroad was first thought about, it was planned to use a locomotive on the levels. With this in mind, the Delaware and Hudson Company wrote to one of their men, Horatio Allen, who was then on business for them in England and told him to buy three locomotives. Locomotives were then unknown in the United States. England alone had had some success with them. Allen followed orders and the three locomotives were shipped from England. What happened to two of them has never been known but the Stourbridge Lion which was the name of the third, arrived safely in Honesdale where the trial run was to be made.

The name, Stourbridge Lion, was given to the locomotive because its boiler had been built somewhat in the shape of a lion, and had been manufactured in Stourbridge, England. It had a four-wheel drive. The engine was a plain, stout work weighing about seven tons and could travel four miles per hour with a train of thirty to thirty-six cars loaded with two tons of coal each. The firebox (wood burner) was within the boiler with a pipe extending to the front to give off smoke. The cylinders were vertical and had two large sweep arms that were attached to the two wheels on either side. The cylinders were forced, piston-like, up and down

by the steam coming from the boiler that surrounded the firebox. It generated nine horsepower.

When the locomotive arrived in Honesdale, it was placed on the Delaware and Hudson railroad. August eighth, 1829, was the day of the first run and it was the first run of a locomotive in America. From Honesdale the road ran over a high trestle that had an uneven track because of the warping of the hemlock in its construction. Quite a crowd had gathered to view the attempt, but there was no alacrity to climb aboard for a ride. Horatio Allen boarded the locomotive alone and having gotten up enough steam to put the locomotive in motion, he heroically made the run as far as Seeleyville and then returned to Honesdale, amid loud cheers. The locomotive was a success. Its weight had easily pressed down the warps in the wood. But strangely enough, it was never used.

It was eventually taken apart and the engine was used in Carbondale in a machine shop. It was later reconstructed and sent to the Smithsonian Institute in Washington. A replica of it is in a siding just east of the Lackawaxen Bridge (concrete) in Honesdale.

Mr. Allen in 1851 spoke of his experience in running the monster for the first time as follows:—

"When the imagination has attained to some conception of the scene, let us seek to go back to the time when only one of these iron monsters was in existence on this continent, and was moving forth, the first of his mighty race. When was it? Where was it? And who awakened its energies and directed its energies? It was in the year 1829, on the banks of the Lackawaxen, at the commencement of the railroad connecting the canal of the Delaware and Hudson Company with their coal mines, and he who addresses you was the only person on that locomotive."

"The circumstances which led to my being left alone were these: The road had been built in the summer, the structure was of hemlock timber, and the rails of large dimensions, notched on toe-caps placed far apart. The timber had cracked and warped, from exposure to the sun. After about five hundred feet of straight line, the road crossed the Lackawaxen creek on a trestle-work about thirty feet high and with a curve of three hundred and fifty or four hundred feet radius. The impression was very general that the iron monster would either break down the road or that it would leave the track at the curve and plunge into the creek. My reply to such apprehension was, that it was too late to consider the probability of such occurrences; that there was no other course but to have the trial made of the strange animal which had been brought here at such great expense but that it was unnecessary that more than one should be involved in its fate; that I would take the first ride alone, and that the time would come when I should look back to this incident with great interest. As I placed my hand on the thro-valve handle, I was undecided whether I would move slowly or with a fair degree of speed; but believing that the road would prove safe, and preferring that if we did go down, to go down handsomely and without any evidence of timidity, I started with considerable velocity, passed the curve in safety, and was soon out of hearing of the cheers of the large assemblage present. At the end of two or three miles, I reversed the valves and returned without accident to the place of starting, having thus made the first railroad trip by locomotive on the Western Hemisphere."—J. A. Clark.

The Story of Frances Slocum

Among the early settlers who came to settle in Wilkes-Barre, was Jonathan Slocum, his wife and their eight children. One day in November 1778 while Mr. Slocum and the older children were at work in the fields and while the events of the Wyoming Massacre were still fresh in the minds of both Whites and Indians,

three Indians drew near to the Slocum cabin. Only one entered the house where he saw little five-year-old Frances hiding under the stairs. He threw her over his shoulder and joined the other Indians. Mrs. Slocum tried to stop them but they would not listen to her. That was the last that she ever saw of her daughter Frances. Not many days after Frances was taken, Mr. Slocum was killed by Indians. The brothers of the lost Frances searched everywhere for her but without success.

Fifty-seven years later, in an Indian village in Indiana, an Indian Agent, Colonel Ewing found Frances Slocum. She was the widow of an Indian chief and her name was Ma-con-a-quah. The Indians had always been kind to her. Two of her brothers went to see her. She desired to remain with her children and grand-children. Members of the Slocum family saw her a number of times afterward. She died in 1847 at the age of 74 years.

Where Are the Gold, Silver and Lead Mines

In addition to their relics, the Indians of our region have left a legend of a gold mine, a silver mine and lead mine that are supposed to exist in the Wyoming or Lackawanna Valleys.

In 1766, the Six Nations complained to the proprietary Government at Philadelphia of white persons who had dug into a silver mine, twelve miles above the Delaware town of Wymanick (Wyoming?) and carried away in canoes, three loads of ore. They held this silver to be the property of the Indians. They suspected an Indian trader by the name of Anderson.

John Teal, a German, who died in 1794, gave credence to this story. He had lived among the Oneidas and understood their language and held their confidence. When their chieftain was dying, he called Teal to him and told him the location of the mines. He said that the Indians had always hoped to return to the valley and had well hidden the entrances to the mines, but that they

could at last see that their hope was fruitless. The chief gave the location of the mines to Teal. The silver mine was, he said, on the northeast side of the Lackawanna above a high ledge or mountain, half an hour's walk from the River Susquehanna, twelve miles above Wyoming. The chief described the gold mine as being under a ledge of rocks, a few miles above Wyoming Valley at a point where a rock of the height of an Indian covered a spring.

To give additional authenticity to the story, in 1778 a young man had been captured by the savages in the valley and was carried to the top of a mountain from where he could see Wilkes-Barre in the distance. At dusk the Indians removed a large rock from the earth. Underneath the rock was a spring from which the waters had been so arranged as to flow off underground so that the spring seemed to originate much further down the valley. This spring was stirred up and a handkerchief placed over the outlet. When the handkerchief was removed, it was covered with a yellow sediment, which was carefully placed in a vessel. When the Indians reached Albany, the yellow sediment was exchanged for supplies. Upon later release, the young man went over the area carefully but could never find the spring.

The lead mine was supposed to be at the mouth of Tuscarora Creek half a mile from where it enters the Susquehanna. Both the French and Indians used the lead for bullets during the Revolutionary War but several companies have since exhausted time and money without success in finding it.

Old names of Scranton

Deep Hollow or Dark Hollow—1788 Philip Abbott.
Unionville—1794 The Slocums.
Slocum Hollow—1816 Honoring the Slocums.
Lackawanna Iron Works—After the building of the blast furnaces
    in the forties.

Harrison—1841 Named after William Henry Harrison then Presidential candidate.

Scrantonia—1850 This name was given in honor of its real founders who brought the iron industry here.

Scranton—1851 The name was shortened to Scranton, a name that has never been changed. (Providence and Hyde Park were merged into the incorporated city of Scranton in 1866.)

The Lackawanna County Court House

The Lackawanna Iron and Steel Company deeded to the county the present Court House Square. The ground for the court house was broken on April 14, 1881. The land was a deep swamp and thousands of dollars had to be spent on excavations before the hard-pan bottom was reached. Some people remember when the square was a skating pond in the winter. It is said that cranberries grew in the swamp and that they could be seen frozen in the ice.

The First Street Car Lines

A street car line, with horses for pulling power, was opened between Scranton and Providence in 1866. Other lines were soon built to Hyde Park and Green Ridge.

The first electric street railway of Scranton was built and operated by the Suburban Electric Street Railway Company and ran from Franklin Avenue and Spruce Street, up Spruce Street to Washington Avenue and out Washington Avenue to the point where the I. C. S. building is now located. The first car was operated on November 29, 1886. As there was but one motor, the car had to be turned on a turntable at the end of the line. This first car was lighted by six electric lights. The road is now part of the system of the Scranton Railway Company. This company had at one time eight street car lines and twenty-six bus lines. It

serves a population of 270,000 up and down the valley. Since 1954 it has become exclusively a bus line.

Local and State Place Names

Blakely—This borough was named for Captain Blakely a commander of the United States Sloop during the War of 1812.

Capouse—The name of one of the city streets of Scranton, named from the Indian Chief Capoose who lived here before white people came.

Carbondale—The name indicates a valley or dale containing coal. "Carbon" an element in coal. "Dale" a low place between hills.

Duryea—Named for Abram Duryea of New York who bought coal lands here.

Dunmore—Named for an Englishman whose family name was Dunmore. Formerly it had been called "Bucktown" because of the number of deer found there.

Delaware (River)—Named for Thomas West, twelfth Baron de la Warr, governor and first captain-general of Virginia who spent his time and money establishing the Virginia Colony. Lord de la Warr "passed the capes" of the Delaware in 1610.

Delaware (Indians)—The Indians living upon the banks and tributaries of this river were called Lenni—Lennape Indians, but from the time that the river was named they were called the Delaware Indians.

Drinker—A section of land lying between the Delaware and the Lackawanna known as Drinker's Beech was so called because there were vast numbers of beech trees growing upon it and the lands were owned by Henry Drinker.

Forty Fort—Named for the fort built by the first forty settlers who came to the Wyoming Valley from Connecticut.
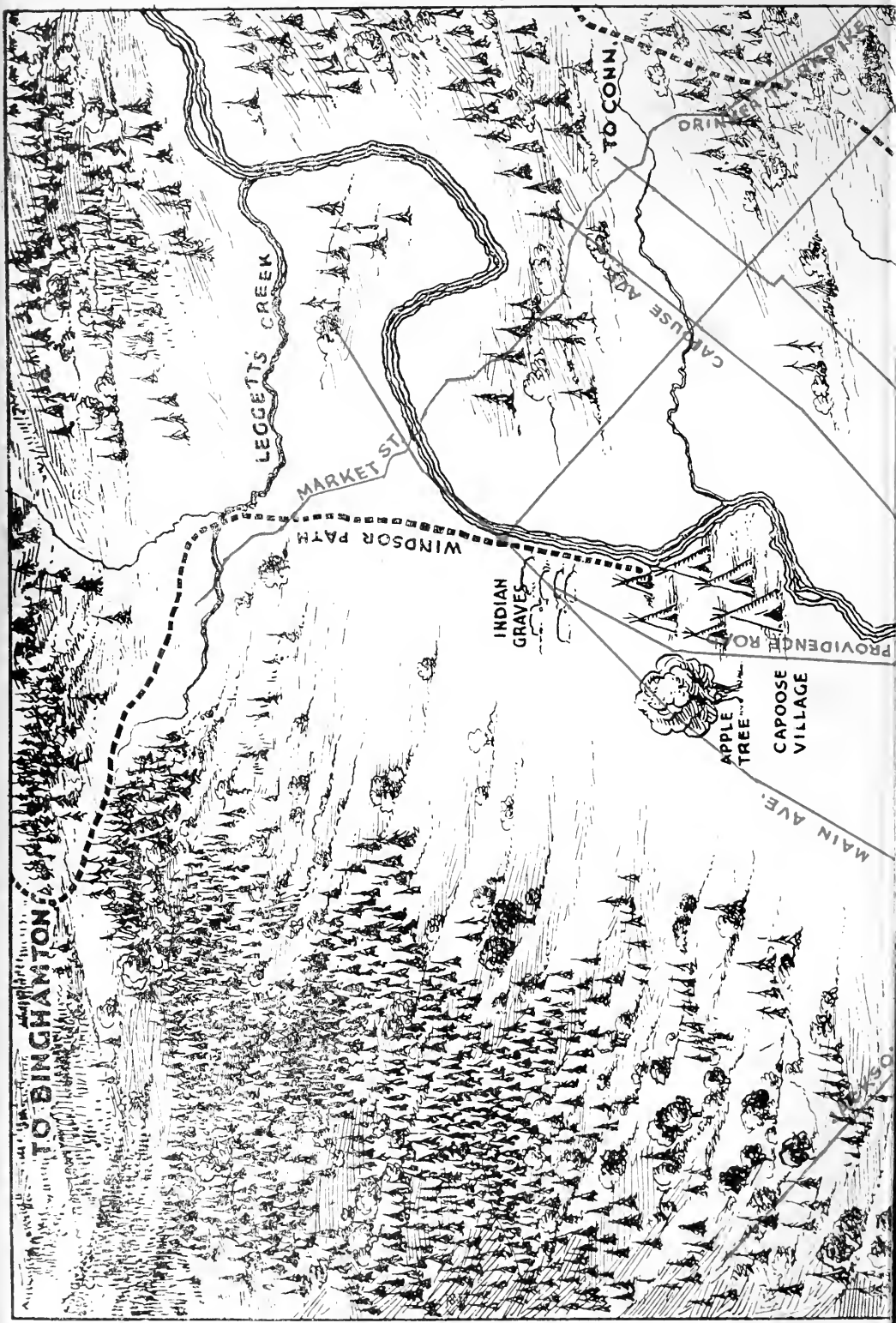
Early
Landmarks
in Scranton

PRESENT STREETS

N

NAY AUG FALLS

WARRIORS PATH

ROARING BROOK

CRANBERRY BOG

LACKAWANNA IRON & STEEL CO. BLAST FURNACES

ABBOTT'S GRIST MILL

LACKAWANNA AVE.

WASHINGT

CEN.

CEDAR AVE.

PROSPECT AVE.

REMINGTON AVE.

O. WASH.

CAPT. J. STAFFORD'S SAW MILL

STAFFORD MEADOW BROOK

LACKAWANNA IRON AND STEEL MILLS

LACKA

TO WYOMING VALLEY
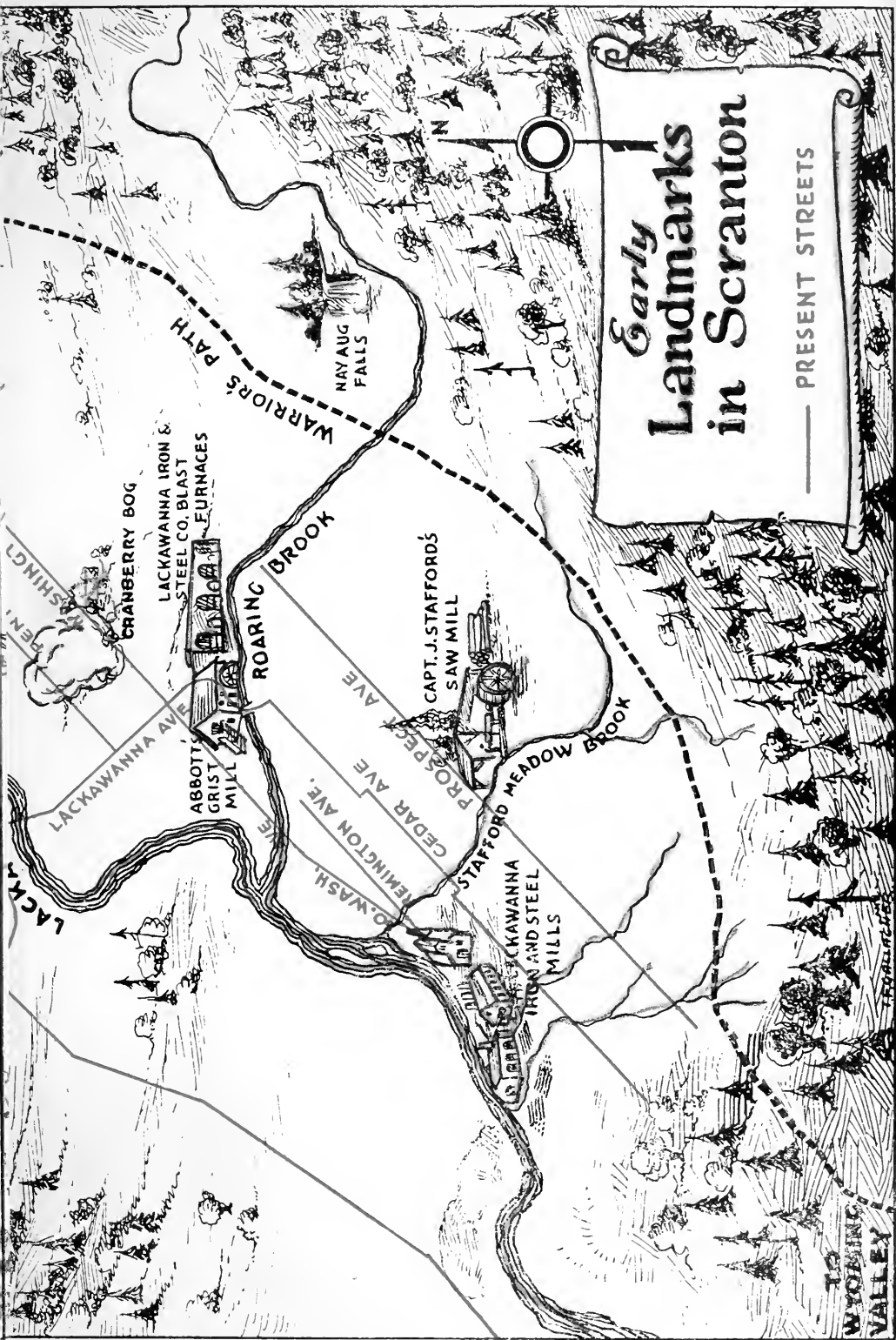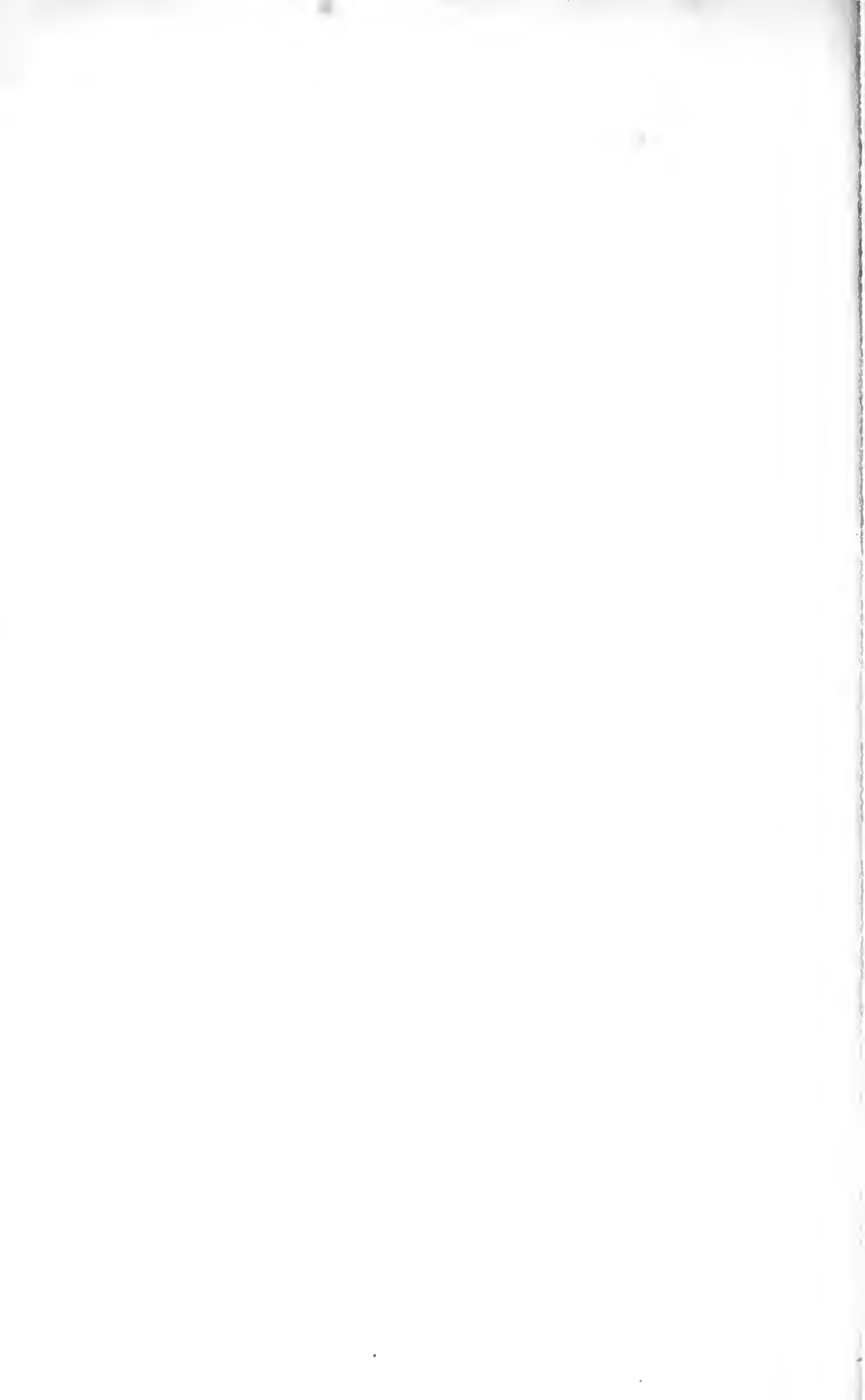
Gettysburg—Named for James Gettys who bought a large tract of land and laid out a village which he called Gettys-town.

Hazleton—Named from Hazle Township which was named from Hazel Creek. This stream flowed through Hazel Swamp and was noted for the abundance of hazel bushes growing along its banks.

Harrisburg—Founded by John Harris. It was first called Harris's Ferry because he established a ferry across the Susquehanna.

Honesdale—Named after Philip Hone. "Dale," a low place between hills. Note: One of the first locomotive engines introduced and worked in America, called the Stourbridge Lion, built in England and was run for a while on a little railroad at Hone's Dale in 1829.

Lackawanna—Indian name "Lee-haw-hanna." "Lee-haw" signifies the forks or point of intersection, "hanna" a stream of water.

Leggett's Creek—Named for James Leggett who settled near the mouth of the Creek.

Moosic—The Moosic Mountains take their name from the great herds of moose inhabiting them at the time of the earliest explorations by white people.

Mauch Chunk—Named from the Indian name for a curiously shaped hill on the opposite side of the Lehigh River called Machk Tschunk or Bear Mountain.

Monongahela—Named from the Indian name for the river "Menaungehilla," river with sliding banks.

Monsey—The name of one of the streets of Scranton. Taken from the Indian name of a tribe of Indians, Minsi or Monseys.

Montrose—Dr. Rose bought a large tract of land here. He combined the French word "mont" with his family name, Rose.

37

Nanticoke—Taken from name of a tribe of Indians, Nentigo.

Nay Aug—Indian name, Nau-Yaug signifying noisy or roaring brook.

Old Forge—Named from an iron forge built here in 1789 by Dr. William Hooker Smith.

Olyphant—Named in honor of George Olyphant of New York who was president of the D. & H. Canal Company.

Pennsylvania—The name Pennsylvania means "Penn's Forest-land." The name was given in honor of William Penn's father.

Philadelphia—The name selected by William Penn for the city he founded. It means "City of Brotherly Love."

Pittsburgh—Named in honor of Sir William Pitt, an Englishman, who championed the cause of the oppressed colonies before the outbreak of the Revolutionary War.

Pittston—Named at first "Pitts-town after Sir William Pitt (See Pittsburgh").

Pocono—Taken from Indian name "Pocohanne" — a stream between two mountains.

Pottsville—Named for John Pott who bought a large tract of land in 1816.

Providence—Name taken from Rhode Island's capital, as thirty of the Susquehanna Company owning the "wild lands" came from the colony of Rhode Island.

Scranton—Named in honor of the Scrantons who came here in 1840.

Schuylkill—Name given by the early Dutch explorers meaning "hidden stream" because they passed its mouth without seeing it.

Shamokin—Indian name meaning Schahamokink, "the place of eels."

Shenandoah—Indian name meaning "Great Plains."

Shickshinny—This name is said to mean "five mountains."

Susquehanna—Taken from the Indian name Sisquehanne, Sisku, mud, hanne, river. Some white people overheard some Indians remark at the time of a flood, Juh! Sisquehanne! which means How Muddy the river is!

Tamaqua—Indian name Tamaque meaning "beaver."

Taylor—This borough was named for Moses Taylor, a New York business man, who had extensive interests here.

Throop—This borough was named for Dr. B. H. Throop, a pioneer physician in Scranton.

Tunkhannock—This name has two interpretations (1) Tank-hanne, a small stream (2) Tagh-ka-nick, "forest or wilderness."

Wallenpaupack—Indian name meaning "deep, stagnant water."

Wilkes-Barre—Named for John Wilkes and Isaac Barre.

Winton—This borough was named for W. W. Winton who had coal interests here.

Wyoming—Taken from an Indian name Maughwame, meaning "the large plains." Maughwan, "large"—Wame, "plains."

City Government

In 1866 by a charter from the state legislature, Scranton, Providence and Hyde Park were joined into one city with the name Scranton.

When Scranton, Hyde Park and Providence were boroughs, each one had a burgess to govern it. When the boroughs became

a city of the third class in 1865, a new government had to be formed. Under this government the city would elect a mayor, a clerk of the mayor's court, a treasurer and a marshall. Each ward (there were twelve) would elect its own two representatives to the Common Council, one representative to the Select Council and one alderman. The Councils made the laws of the city and levied the taxes. The mayor and marshall enforced the laws and the treasurer collected the taxes and paid the bills. The School Board from 1880 to 1911 was formed of one representative from each ward. It was a separate unit.

In 1901 when the population of Scranton had risen to over 100,000 the city automatically became a second class city. A second class city's government is the one we are living under today. The charts on pages 41, 42 and 45 are simplified diagrams of our type of city government. All the offices under "People" are elective. All others are appointive. The Council passes laws and levies taxes. The tax collector collects city, property and institutional taxes plus the school property tax. There is a central tax agency. The school district collects a wage tax. The School Board levies all taxes for free public education and sets up rules and regulations for the maintenance of the schools. These rules and regulations are administered by the four groups listed below them on the chart, page 45.
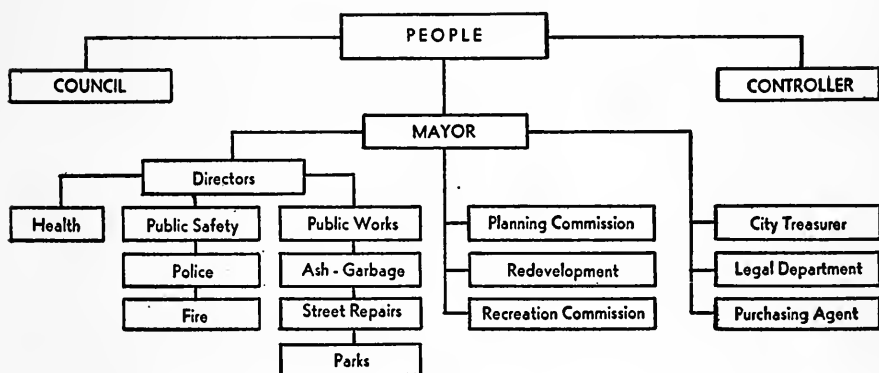
SCRANTON

Form of Government—Councilmanic Class 2A City.

The mayor holds a mandate directly from the people and he can square off with the city council and dominate the administration.

The only real check on the mayor is the power of council to withhold appropriations.

The mayor should be a civic leader—vitally concerned with all questions which concern or affect the community. He should be responsible for a progressive and efficient administration.

Our City Plan

	PEOPLE	
COUNCIL		CONTROLLER
	MAYOR	

Directors		
Health	Public Safety	Public Works
	Police	Ash - Garbage
	Fire	Street Repairs
		Parks

Planning Commission	City Treasurer
Redevelopment	Legal Department
Recreation Commission	Purchasing Agent

Population—125,080

Of the total population in Scranton 79% were born in the United States. Of the other 21% the predominating nationalities are: Italian, Polish, Austrian, English, Welsh, Lithuanian, Irish, Russian, German, Czechoslovakian.

There are 37,101 homes in the city of Scranton.

There are eight banks and one trust company in the city. The latter is now part of a bank. One hundred forty churches in the city represent all the Protestant, Catholic and Jewish denominations. Many of the churches were formed by nationality groups. Outside of anthracite mining there are 312 manufacturing firms. The Scranton Times and the Scranton Tribune are the two daily

papers. In addition there is one Sunday paper and several week-lies. Eleven hospitals minister to the sick of the city.

Scranton is the eightieth city in population in the United States.

PUBLIC SAFETY
Director

Superintendent of Police
>   Two assistants, the Day captain and the Night captain
>   Lieutenants
>   Sergeants
>   Patrolmen—divided into precincts
>   Traffic Squad
>   Detective Squad
>   Patrol duty is the most important element in police operations. They are in constant contact with the public—our first line of defense.

Fire Chief
>   Two fire chief assistants
>   Four battalion chiefs
>   Superintendent of Fire Alarms

Engine Houses (Numbered as "Hose Co. No. —)
>   Captain
>   Lieutenant
>   Firemen
>   Rescue Squad—Ambulance

PUBLIC WORKS

Engineering   Administration   Motor Equipment   Parks and Recreation

Streets and Sewers   Refuse Disposal   Sewage Disposal   Public Property

Public Works is financed by current taxes—bond issues—special assessments for paves and sewers.

The sewage of the city of Scranton is now deposited in the Lackawanna River. According to law, in the near future depositing sewage in the streams of the state will be forbidden. The plans are now drawn up for a sewage disposal plant to be built on the river bank near South Washington Avenue.

Parks are under the Public Works Department. There is a Superintendent of Parks. The following parks are scattered throughout the city:

Nay Aug Park
Weston Park and Weston Field House
Oxford Plot
Connell Park
Robinson Park
Harmon Field
Fellows Park

Under the Recreation Commission, there are thirty-five playgrounds with trained instructors provided for summer recreation. In 1945 a consultant found the city twenty-five years behind the times in comparison with cities of the same size. By 1952 recreational facilities had so improved that Scranton is now comparable to cities of the same size. This was accomplished by the merging of the city and school district recreational facilities as recommended by the Recreation Commission.

PUBLIC HEALTH
Director

Food and Milk   Quarantine Officer   Laboratory and
   Inspector   Vital Statistics

COUNCIL

Number—Five elected members.

Term—Five years.

Salary—$4000 per year.   (Starting January, 1958, $5000.)

Voting is a privilege which should not be taken lightly.   Every citizen should realize that with this privilege comes the responsibility of choosing the best fitted person for the job, regardless of party.   The citizen should study carefully the backgrounds of the candidates and vote for the one he feels can most fully meet the demands of the office.
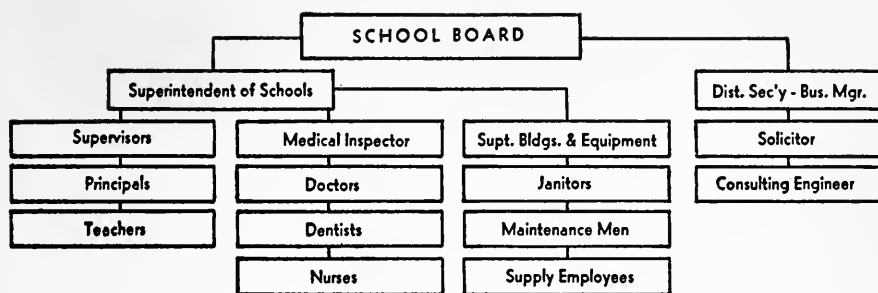
SCHOOLS

The School Board consists of nine directors elected by the people throughout the city.   No salary is connected with the office. The Board appoints the Superintendent of Schools, Secretary of the Board, Superintendent of Buildings and Supplies, Solicitor, Supervisors, Principals and Teachers, Janitors, Engineers and Maintenance Men, Doctors, Dentists and Nurses.

There is one Senior High School
  Central High School
There are two Junior-Senior High Schools
  Technical High School
  West Scranton High School
 two Junior High Schools
  North Scranton Junior High School
  South Scranton Junior High School
 thirty-eight grade schools and one administration building, containing all administrative offices and the Board Room, where all School Board meetings are held. There are approximately 16,000 children and 650 teachers and administrative people in the system.

	SCHOOL BOARD	

Superintendent of Schools			Dist. Sec'y - Bus. Mgr.
Supervisors	Medical Inspector	Supt. Bldgs. & Equipment	Solicitor
Principals	Doctors	Janitors	Consulting Engineer
Teachers	Dentists	Maintenance Men	
	Nurses	Supply Employees	

Scranton from 1940 to 1950 suffered a population loss of approximately fifteen thousand people. Families left the city because there were not enough employment opportunities. Coal deposits were becoming depleted. The city is now struggling by a "LIFE" movement (Lackawanna Industrial Fund Enterprise) to encourage industries to locate here. To some extent the movement has been successful.

Scranton has all the attributes that should make her a great city. The climate is healthful and temperate with no extremes, the average temperature being 49 degrees. The water supply is pure and abundant, clear sparkling mountain water from nine reservoirs with an average capacity of 639,000,000 gallons. The transportation facilities include five major railroads, an interurban line, three motor lines and two airports with four airlines. Good motor highways lead in all directions. Schools and recreational facilities are of the best.

Educational Opportunities and Cultural Opportunities

We have an excellent elementary and secondary school system offered in Scranton. There are three institutions of higher learning:

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The University of Scranton founded in 1888 offers the arts, science, business and engineering curricula. It is under the direction of the Jesuit Fathers.

Marywood College founded in 1915 offers the arts, sciences, music education and library science curricula. It is a Catholic College for Women, the first in Pennsylvania.

Keystone Junior College is located at LaPlume, fifteen miles from the city, but is considered a Scranton Institution. It was founded in 1868. It offers preparatory courses in the arts, business and engineering and terminal courses in various phases of business administration, engineering technology, medical secretary and merchandising.

The libraries in each elementary school classroom meet the specific needs of the children in the room. A minimum of fifty different titles is found in each classroom. In addition maps, globes, encyclopedia and dictionaries are made available. In each high school is found a collection of from 3500 to 5500 volumes. Magazines, pamphlets, pictures, maps, globes, college catalogs add to the source of information.

The Albright Memorial Library at the corner of Washington and Vine with its four branches in Hyde Park, South Side, Green Ridge and Providence is Scranton's free public library. In any given year it circulates more than 200,000 books.

Music has always played an important part in the cultural life of the city. The predominant settlers of this valley were of English, Welsh, Irish, German and Swedish descent. They sang and danced to the folk music of their ancestry and were not reluctant to invent tunes to answer certain needs. This exchange of folk music contributed in no small part to the good-will that

was established by these early settlers. and which has prevailed throughout the years.

To the Welsh we are indebted for two great musical institutions, the eisteddfod and the gymanfa ganu. The eisteddfod is a competitive festival. The gymanfa ganu is a consolidation of several churches in a community for the purpose of singing hymns under capable and inspiring leadership.

During the early nineteenth century there was a great influx of people of German ancestry from the states of New York and New Jersey. To this group of settlers we are indebted for the organization of the Scranton Liederkranz, and Maennerchor Societies.

The instrumental music of our city and vicinity kept pace with the progress of the vocal groups. A Carbondale Band was organized in 1839. In 1873, Providence, alone, boasted of two bands.

Mr. Robert Bauer in 1877 organized and conducted Bauer's Military Band. In 1894, a second outstanding band was organized. It was the Lawrence Band.

The initial opportunity for the development of symphonic music in our city came in 1893. A string quartet was formed which was soon followed by the first Scranton Symphony Orchestra in 1894.

The racial complexion of our city was decidedly changed during the late nineteenth century and the early twentieth. It was at this time that numerous immigrants from continental Europe made their appearance in Scranton. Prominent among these people were groups of Italians, Lithuanians, Slovaks, Hungarians, Russians, Ukrainians, and Poles.

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Many of these groups have made specific contributions to the music of our city, especially our choral music.

It was the Italians . . . who sponsored our first interest in opera.

The Russian and Ukrainian groups brought to Scranton the appreciation of a fine a cappella singing and an interest in ballet.

The early Polish inhabitants of our city organized fine choral groups and have presented interesting folk festivals in the authentic costume of their native land. It was the dance of the Polish race, the polka, that popularized the name of our state and city in recent years through the medium of the song, "The Pennsylvania Polka."

It is fitting that we recognize some of the more widely known contemporary Scranton artists. Included on this list would be Mr. Thomas L. Thomas, who possesses a fine baritone voice. He is doing extensive work in radio in addition to his concert programs. We are justly proud of Miss Lillian Raymondi who won for herself a place on the Metropolitan roster with her lovely soprano voice. Her roles have been admirably sung and not infrequently attended by Scrantonians. Irma Galli-Campi, too, has gained recognition in the field of opera. Anne Crowley, one of our youngest artists, has appeared in "Oklahoma." In the field of composition we especially recognize the name of Jack Duro who has won several Phi Mu Alpha awards for his musical compositions.

The Scranton Philharmonic Orchestra is our largest instrumental organization today. It was organized in 1937 under the direction of Dr. Felix Gatz and Dr. Frieder Weissman is the present conductor. Several concerts are presented annually by the orchestra and each program features a guest artist. The regular series of programs is augmented by a series of youth concerts.

Scranton has the distinction of being one of the first cities in the United States to foster the organized-audience plan for the promotion of good music. This idea is more popularly known as the community concert. The plan was first tried here during the concert season of 1928-1929. Today the association sponsors a series of fine concerts and has a membership of eighteen hundred people. These facts attest to Scranton's endorsement of good music.

Philanthropists

Among the people who have remembered the city with gifts were:

ORLANDO S. JOHNSON, one of the city builders and one of the great coal operators of the valley. He left to the city of Scranton the bulk of his fortune, to be used in founding a manual training school for the boys and girls of the city. More than one million dollars was available for the school. The trustees of the fund selected the Richmond estate as the site of the school. It is located on North Main Avenue, in the Providence section of the city.

Mr. Johnson was born in New York City on January 24, 1847. At the age of seventeen, he came to Scranton. He became extensively interested in mining operations in this valley that were well managed and profitable. He married Mary Meylert, daughter of General Amos N. Meylert and a sister of Mrs. Joseph A. Scranton. For a number of years before his death he was an invalid.

In his will, after providing for his widow and other heirs, he left the main part of his fortune "to establish and maintain a school for boys and girls where they would be taught the useful arts and trades—in order to enable them to earn a livelihood and become useful members of society."

WORTHINGTON SCRANTON, descendant of the early owners of the Iron and Steel Works, and the family for which the city was named, gave $1,000,000 in trust, the income of which was to be distributed to the charities of the city each year.

He also gave to the University of Scranton, under the responsibility of the Society of Jesus, a piece of land known as the "Scranton Estate" bounded on the west by Madison Avenue, on the north by Linden Street, on the east by Monroe Avenue, and on the south by Ridge Row, also the properties on the northeast and southeast corners where Linden Street intersects Monroe Avenue, and three properties on Platt Place. Two of the latter are used as radio station WUSV, the college radio, "Aquinas" the school paper, faculty office and student residence.

The University plans to build a residence hall on the northeast corner, a cafeteria on the southeast corner and on the estate proper, a science building, a library, a faculty residence, a chapel and an administration building.

JOSEPH J. ALBRIGHT, a Moravian, was born in Warwick, Pennsylvania, September 23, 1811. When he was twenty-five he visited Slocum Hollow. As an expert iron manufacturer he was asked to give an opinion of the value of iron ore deposits found here. He found the ore low in iron content but when he noticed the large anthracite coal deposits in the region he advised his employers to invest in the anthracite coal industry. They did not take his advice.

George W. Scranton brought Mr. Albright to Scranton years later as manager of the coal mines of the D. L. & W. Railroad. In 1866 he went over to the D. & H. as general coal sales agent and he remained there until 1877. He was one of the men who established the Scranton Gas and Water Company and he was a director in the Lackawanna Iron and Coal Company.

The Albrights had four children. Their home was at the corner of Washington Avenue and Vine Street, the site of the Scranton Public Library, which was built by the Albright children in memory of their parents and as a monument to the part they played in the development of Scranton.

ISAIAH F. EVERHART. The Everhart Museum of Scranton, Pennsylvania, was endowed by the late Dr. Isaiah F. Everhart, who was born in Summit Level, Berks County, on January 22, 1840. Dr. Everhart, after receiving his college training in Franklin and Marshall College, graduated in medicine from the University of Pennsylvania. He was a cavalry doctor during the Civil War. In 1868 he settled in Scranton.

His inclinations were toward scientific *hobbies* — collecting stones, shells, wood, insects and birds of the region.

Dr. Everhart Submits His Proposition to the City

Dr. I. F. Everhart, through Mayor Dimmick, communicated to councils his plans about the museums he wished to donate to the city. This communication was accompanied by another from the mayor, in which he referred to Dr. Everhart as a public-spirited citizen. The communication submitted by Mayor Dimmick was as follows:

Scranton, Pennsylvania
February 5, 1907

To the Honorable,
    The Select and Common Councils,
        City of Scranton, Pennsylvania
        Gentlemen: It is my privilege to transmit to your honorable bodies a communication from Dr. I. F. Everhart, in which he sets forth his desire to erect, endow, and give to the city of Scranton, a Museum of Natural History, Science and Art, the same to be located in Nay Aug Park.

This gift, involving a total expenditure to the donor of two hundred thousand ($200,000) dollars, should have far-reaching effects, not only through its direct purpose, but also through the incidental, yet striking, evidence thus afforded, of high and loyal citizenship, a citizenship that recognizes the needs of a community and volunteers to meet those needs, and upon a large scale, from private possessions; a citizenship that should be an inspiration to all who believe that life involves duties to one's neighbor, as well as to one's self, and duties that are always commensurate with one's powers.

Excerpts from Dr. Everhart's Letter

Gentlemen: I propose to erect a museum of natural history, science and art, to be located in Nay Aug Park and to be known as the Everhart Museum of Natural History, Science and Art.

I will donate my collection of forty years' work of the animals, birds, woods and seeds found within the state.   To this I will add an endowment which shall go for the running expenses of the Museum.*

The museum shall be open to all who may desire to either give or loan anything that is worthy of a place therein, and the name of the donor shall be attached to all such gifts.

Dedication Plaque

The Museum of Natural History with a trust fund for its maintenance and later enlargement, was presented to the city in 1908 by Isaiah F. Everhart.   The trustees completed his program in 1928 by enlarging the building.

"For the young and the old of this generation,
    and for all those who follow after us, I dedicate

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*The Museum has never received any financial endowment other than that which came from the original Everhart bequest.

this Museum for their pleasure and instruc-
tion."

<div align="right">Isaiah F. Everhart, M.D., 1908</div>

Collections

Birds—Classified according to A.O.U. (American Birds) and
European
Early American Folk Art
Primitive Arts—African and Oceanic
Planetarium
Florescent Minerals
Knight Coal Mural (Gift of Worthington Scranton)
General Collections in the fields of Art, Science and Natural
History

Present Day Opportunities·

The Everhart Museum has specialized in the last several years
in educational activities including workshop groups, docentry
tours, special programs (films, lectures and recitals), lending of
films and slides, consultation in fields of art and science.

The Membership Program supports adult lecture series, how-
ever, all events and services are open to the public without charge.

For those interested in the Museum, and its full scope—it is
strongly recommended that a visit be made to the Everhart
Museum so that one may be aware of behind the scene activities
which go into making present day opportunities possible.

CHARLES S. WESTON and his sister, Mrs. Caroline Wes-
ton Bird, the donors of Weston Field and Weston Park, were
members of one of Scranton's pioneer families and were among
Scranton's builders. They were born in Carbondale. Their par-
ents moved to Scranton when they were very young children.

They received their early education in the public schools of Scranton.

At the sound of the name Weston one thinks of health, clean living and wholesome recreation. Mr. Weston and his sister have given to the city a lasting monument. It is a living monument that will continue to have a beneficial effect on the youth and the adults of the community. In 1915 they purchased a plot of ground and erected a recreation center, prepared baseball fields, tennis courts, dance pavilions, meeting rooms and gave it all to the city. In 1926, a swimming pool was added; plus an extra gift of $50,000.

The Westons' gifts have been the basis of a splendid recreational program which has been developed through the years.

These gifts were made by Mr. Weston and his sister in memory of their parents.

PART II—THE GEOGRAPHY OF SCRANTON

Location

41° 25′ North Latitude.

75° 40′ West Longitude.

Location in the State—Scranton is in the northeastern part of Pennsylvania.

Location in the County—Scranton is southwest of the central part of Lackawanna County.

Altitude—753.51 feet above sea level. (A metal plate on the southwest corner of the Court House gives this.)

The altitude of other places in the city is as follows:
    845 ft.—Main Avenue and Jackson Street.
    747 ft.—Sanderson Avenue and East Market Street, near
        No. 27 School.

957 ft.—The Everhart Museum, near No. 42 School.

942 ft.—Oram Boulevard, near No. 41 School.

825 ft.—School Street, near No. 25 School.

1036 ft.—Prescott Avenue and Ash Street, near No. 5 School.

892 ft.—Beech Street and Crown Avenue, near No. 30 School.

945 ft.—Cornell Street, near No. 43 School.

682 ft.—South Washington Avenue, near No. 6 School.

763 ft.—Pittston Avenue, near No. 3 School.

920 ft.—Northeast corner of city adjoining Dunmore.

1016 ft.—Southeast corner of city adjoining Minooka.

1290 ft.—Northwest corner of city adjoining Chinchilla.

1470 ft.—Southwest corner of city on mountain adjoining Taylor.

1770 ft.—Highest point within city limits on West Mountain.

655 ft.—Lowest point in the city near Taylor along the Lackawanna.

Distance to other places:

Taylor	4 miles	Binghamton	63.5 miles
Old Forge	6 ”	Harrisburg	135 ”
Clarks Summit	7 ”	New York	135 ”
Carbondale	20 ”	Philadelphia	125 ”
Wilkes-Barre	17 ”	Buffalo	244 ”

Size

Area—20.5 square miles.
Population (Census of 1950)—125,000.
Rank in the State—Fourth largest city in 1950.

Foreign Heritage

Polish	Greek	French	West Indian
Italian	Hungarian	Roumanian	African
Russian	Hebrew	Galician	Australian
Austrian	Scotch	Palestine	Swiss
Lithuanian	Syrian	Dutch	Portuguese
Welsh	Ukrainian	Spanish	Jugo-Slav
English	Swedish	Belgian	South American
Irish	Czecho-Slav	Finnish	Latvia
German	Canadian	Danish	Magyar

Surface Features

Scranton is located in a valley surrounded by mountains. These mountains are a part of the great Appalachian system located in the eastern part of the United States

(1) Local names of mountains:

Moosic Mountains, elevation 800 to 2120 feet.

West Mountain, elevation 900 to 1770 feet.

(2) Two natural outlets in these mountains:

Chinchilla Gap (The Notch)—Northwestern part of Scranton formed by Leggett's Creek cutting a passage through the West Mountain.

Nay Aug Gap — Northeastern part of Scranton formed by the Roaring Brook cutting a passage the Moosic Mountains.

Climate

Scranton is located in a crescent shaped valley protected by mountains on both sides. The surrounding mountains protect the city from high winds, and influence the temperature and rainfall, both summer and winter, causing wide departures in both within a few miles of Scranton. Because the mountains are so near to the valley, the climate is relatively cool in summer with

frequent shower and thunderstorm type rain, usually of brief duration. The winter in the valley is not severe, sub-zero temperatures are not frequent, neither are sever snow storms. Much of the winter percipitation occurs as rain. The normal annual snowfall is only 43 inches.

Some unusual weather which has occurred in Scranton follows:
  (a) blizzard of '88—rain changing to snow which continued for three days—winds with a velocity of 65 miles per hour. (March 11)
  (b) Billy Sunday Snowstorm—17 inches of snow with winds of high velocity, March 1, 1914.
  (c) Greatest snowfall—20 inches—January 19-20, 1936.
  (d) Coldest weather—19° below zero—February 9, 1934.
  (e) Warmest weather—103 degrees—July 8, 1936.

In the 55 years existence of the weather bureau there have been only six days when the temperature exceeded 100 degrees.

On September 29 and 30, 1924 Scranton had its greatest rainfall.

Three disastrous floods have occurred in the area:
    March 12 and 13, 1936
    May 22 and 23, 1942
    August 18 and 19, 1955
Fortunately, severe weather is uncommon in this area.
49.3°—Average temperature per year.
40.49—Normal rainfall per year.
31—Average number of days with thunder per year.
131—Average number partly cloudy days per year.
151—Average number cloudy days per year.
83—Average number clear days per year.
Prevailing winds are southwesterly.

Birds

The birds whose all-year round native habitat is found in the vicinity of Scranton are:

Cedar Waxwing
Roughed Grouse
Ringed Neck Pheasant
Downy Woodpecker
Hairy Woodpecker
Chickadee (Black-Capped)
Blue Jay
White Breasted Nuthatch
European Starling
English Sparrow

Summer visitors to our area are:

Cat Bird
Indigo Bunting
Scarlet Tanager
Baltimore Oriole
Bobolink
Red Winged Blackbird
Blue Bird
Song Sparrow
Robin

Trees

Trees found in the forests within a five mile radius of Scranton are:

Hemlock
White Pine
White Oak
Pitch Pine
Sassafras
Wild Cherry (black and red)

Red Maple
Scrub Oak
Scarlet Oak
Chestnut Oak

<div align="center">ANIMALS</div>

In the forests of our vicinity are found:
Cottontail Rabbit
White-tailed Deer
Black Bear
Chipmunk
Woodchuck
Muskrat
Weasel
Raccoons
Squirrel
Skunk
Star-Nosed Mole

Drainage
The Lackawanna River

It rises in Wayne and Susquehanna Counties flowing in a southwesterly direction through Lackawanna County and enters the Susquehanna River at Pittston.

Roaring Brook

It rises in the southeastern part of Lackawanna County and it enters the Lackawanna River at Birch Street in the south side section of the city. The Roaring Brook is the brook that flows over Nay Aug Falls.

Stafford Meadow Brook

It rises southeast of Scranton and enters the Lackawanna River at Brook Street in the south side section of the city.

Leggett's Creek

It rises northwest of Scranton and enters the Lackawanna River near Marvine Avenue in North Scranton.

The Water Supply

The water supply of Scranton consists of natural, mountain water. The water system is unique because it is operated completely by gravity. There are no pumps needed within the watershed. Scranton is not the only city supplied by a gravity water system; Wilkes-Barre, New York City and Worcester, Massachusetts receive their supplies of water in the same manner.

HIGHWAYS AND RESERVOIRS in the SCRANTON AREA
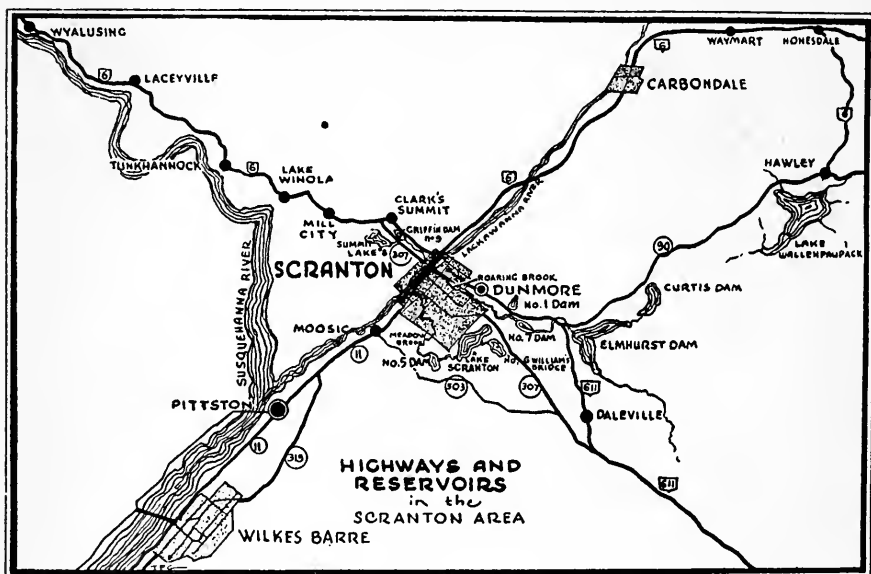
Lake Scranton

Probably the most remarkable part of the water system is Lake Scranton, which acts as a huge catch-basin, and may be compared to a water tank located on the roof of a factory building.

Lake Scranton contains, when filled to capacity, over 2,500,-000,000 gallons of water. It has a depth of from 35 to 60 feet, and because of its existence Scranton could go 400 days without rain before the water supply would be completely exhausted. The total daily consumption of water in Scranton and Dunmore is 24,000,000 gallons.

Reservoirs of Scranton

The following table gives the names, location, capacity, etc., of the reservoirs that supply Scranton with water. There are in all 18 reservoirs which supply water to Scranton's homes. Only the larger ones are named in the table.

Name	Location	Capacity Gallons	Area Water-shed Sq. Mi.	Elevation Feet	Purpose
Oak Run or Curtis	Madison and Jefferson Townships	418,000,000	2.4	1495	Storage
Elmhurst	Roaring Brook and Madison Townships	1,393,000,000	37.4	1422	Storage
Number 7	Dunmore	101,000,000	50.0	1059	Distributing
Williams Bridge	Roaring Brook Township	343,000,000	5.0	1360	Distributing
Lake Scranton	Scranton, Dunmore and Roaring Brook Township	2,518,000,000	6.0	1282	Storage and Distributing
Number 5	Lackawanna Township	32,000,000	11.0	922	Distributing
Dunmore No. 1	Dunmore	75,000,000	5.0	1212	Distributing
Summit	So. Abington and Newton Townships	259,000,000	1.0	1247	Storage
Griffin	So. Abington and Scott Townships	549,000,000	3.0	1356	Storage

Reforestation

The reforestation work of the Scranton-Spring Brook Water Service Company was begun in 1913 when white-pine trees were planted along Long Swamp Drive. This has been continued from year to year until the present total is 2,500,000 trees. Only conifers are planted, as the normal, natural growth of deciduous trees is very great. (Note: Conifers are trees that are evergreen having a cone for fruit, as the spruce, pine, etc. Deciduous trees are not evergreen. Their leaves fall every year as the maple, oak, etc.) The first plantings were entirely White Pine but in recent years Red and Scotch Pine, Norway and White Spruce and European Larch have been used. The great bulk of the early planting was on Stafford Meadow Brook near Scrub Oak Mountain. In 1918 planting was begun around Griffin Reservoir. Today there are plantings of 3,300,000 trees.

Trees are planted from 4 to 6 feet apart, the plantations averaging about 2500 trees to the acre. On the water company's total holdings of 23,000 acres, the work of reforestation is now complete.

The purpose in planting trees is the improvement of the watershed. This includes not only the improvement in quality of stream flow and the lessening of the dirt which the streams carry during flood, but also the appeal which the beauty of a forested watershed makes to the people.

Purification

The purity of the supply is carefully watched at all times. Close attention is paid to keep the watershed area as free from pollution as possible. Over 21,000 acres of land have been purchased in order to keep the water pure. Much of this land has been reforested to make the watershed more attractive to the eye.

Ownership of the reservoirs and the land around them enables the Water Company to keep off trespassers.

Before the water enters the pipes at the distributing dams it is sterilized by chlorine gas to insure the absolute purity of the water.

Final control of all this work rests in the laboratory where daily tests are carried out to determine the number and kinds of bacteria in the tap water in the city. Analyses are made every day of the water at the dams and of tap samples from the different sections of the city so that the condition of the water is known at all times.

Local Geography of the Lackawanna and Wyoming Coal Field

Many millions of years ago, the land that is now Pennsylvania was covered with a dense vegetation, far more dense than any tropical jungle of today. Giant tree-ferns, mosses of great size and grasses the size of our present forest trees covered the land. The atmosphere was heavy with moisture and carbonic acid gas; the heat was oppressive and plant life grew luxuriantly.

Through ages these luxuriant plants flourished and died and sank into the swamps; new growths sprang up and followed the same course until layers of great thickness were formed. Ages passed, and the surface changed. The swamps sank lower, and the sea came in and covered the deposits of plants. Silt and sand were carried down by the rivers and spread over it. The beds sank lower; limestone was formed above and the layers of sand, silt and limestone caused great pressure and heat.

The half-decayed vegetation slowly changed under this heat and pressure into different forms of coal. If there was a great deal of pressure, the beds of vegetation became anthracite coal; if less, bituminous coal. Still less heat and pressure formed lignite. In

areas where almost no heat and pressure had been applied were formed beds of peat. In some coal beds are found traces of ferns, mosses and trees. Impressions of plants or animals found in coal are called fossils.

Scranton has an abundance of anthracite coal. It lies in twelve beds or veins underneath the ground to a depth of about 800 feet. These veins are found below the surface in the following order:

	Vein or Bed	Thickness
1	8 Foot	8 Feet
2	5 Foot	5 "
3	4 Foot	4 "
4	Diamond	10 "
5	Rock	7 "
6	Big or 14 Foot	14 "
7	New County	5 "
8	Clark	8 "
9	No. 1 Dunmore	2 "
10	No. 2 Dunmore	4 "
11	No. 3 Dunmore	4 "
12	No. 4 Dunmore	3 "

The aggregate thickness of the coal is approximately 74 feet or nearly 1 foot of coal for every 10 feet of rock. The maximum thickness of coal veins is found in the vicinity of Gammon's Hill, near the Cathedral Cemetery, West Scranton, where every vein is found, providing in all an approximate thickness of 74 feet. In most localities only some of the veins enumerated above are present. The lowest spot where coal veins are found is just outside the Scranton city line in Dickson City (13 feet below sea level). This occurs in the No. 3 Dunmore Vein of Storrs Colliery, the property of the Glen Alden Company.

The coal veins underneath the ground are lying approximately parallel to the general surface contour of the Lackawanna and Wyoming Valleys. They extend from one side of the valleys to the other and reach from one end of the Valley to the other. The northern point of the deposits extends to Stillwater above Forest City; the southern point to Shickshinny. This distance is approximately 56 miles. The width of the deposit of coal averages about $3\frac{1}{2}$ miles. Pennsylvania has a greater area of coal than that of the British Isles, Spain, France and Belgium combined.

The approximate amount of coal shipped from Lackawanna County during the period from 1923 to 1928 inclusive was 110,-000,000 tons. The average yearly production during this production was 18,000,000 tons in Lackawanna County and 32,000,000 tons in Luzerne County.

How Coal is Mined

A long, deep opening called a shaft is dug straight down through the ground until a vein or a layer of coal is reached. Then the miners dig along this seam, taking out the coal as they go. After the coal is dug or blasted loose, it is loaded into small cars and taken up through the shaft into a breaker.

The Breaker

When anthracite comes from the mine, it is a confused mixture of large and small pieces of coal and dirt. This mass is subjected to cleaning and separating processes in breakers, huge mills equipped with costly machinery where the coal is crushed, washed and separated into the various sizes required by the consumer. Not only is the coal broken up and segregated into sizes, but during this process the slate and other impurities are removed. The breakers represent an investment of between $2,000,000 and $3,000,000 each.

Different Sizes of Anthracite

1. Grate—Used for gas making and other manufacture.
2. Egg—Used for large domestic furnaces; also gas making.
3. Stove—Used in kitchen ranges, small furnaces, open grates.
4. Chestnut—Used for kitchen ranges, base burners.
5. Pea—Used for domestic furnaces and kitchen ranges.
6. Buckwheat
    No. 1—Used for heating boilers in hotels, public buildings, apartment houses, green houses, for furnaces equipped with proper grates and adequate draft.
7. Buckwheat
    No. 2 or
    Rice—Used for steam making.
8. Buckwheat
    No. 3 or
    Barley—Used for steam making.

Industries of Scranton

Scranton is a manufacturing center because:

1. There are good transportation facilities for bringing raw materials and for sending manufactured goods.
2. There is an abundant supply of anthracite coal.
3. There is an abundance of labor.
4. There is a healthful climate.
5. There is a good supply of electric power.
6. There a good water supply.

The industries of Scranton which give employment to the largest numbers of people (according to the Chamber of Commerce, 1956) are in order of number employed:

1. Textile manufacturers
2. Electronics

3. Transportation
4. Metals and metal products
5. Mining
6. Graphic arts
7. Weaving and throwing
8. Food and kindred products
9. Plastics
10. Clay, glass and stone products

Transportation and Communication
Railroads

Delaware, Lackawanna & Western (The Lackawanna)
Delaware and Hudson (D. & H.)
Central Railroad of New Jersey
New York, Ontario and Western
Erie

Electric Interurban Railroad

The Laurel Line, The Lackawanna and Wyoming Valley Railroad Company, a local corporation used as freight line only.

Street Buses

The Scranton Transit Company, a subsidiary of the American Street Railway Company, a corporation that operates buses in many cities of the United States.

Bus Lines

1. Greyhound Bus Line
    Scranton is on a direct line from New York to Chicago. This route goes from New York, through Scranton, Buffalo, Erie, Cleveland and Toledo to Chicago. From Chicago one may go on to points west.

2. Capital Trailways

   This bus company is made up of sixty-eight independent bus companies. From Scranton, connections can be made to any point within the United States.

3. Martz Bus Lines

   This line has headquarters in Wilkes-Barre. Its buses come from New York and Philadelphia to Scranton and travel to Towanda, Buffalo and points west.

Aviation

Scranton has two airports, the Avoca and the Schultzville. The former, the largest in Northeastern Pennsylvania, has the mail contract and regular service by American, Colonial, Allegheny Lines, TWA, and Trans-Continental.

Highways

Route No. 6

This highway begins at Milford, near the Delaware River, comes over the Shohola Mountains, skirts the Wallenpaupack Dam, goes into Hawley, then Honesdale and Carbondale to Scranton. It comes into the circle at the end of Market Street and continues northwest to Clarks Summit, Tunkhannock and Waverly. It is the main artery to Buffalo and the Great Lake District.

Route No. 611 (Drinker Turnpike)

This highway begins at Stroudsburg, comes northwest through Mount Pocono and Dunmore into Scranton, ending here. It comes down Green Ridge Street to Wyoming Avenue and so into the heart of the city.

Route No. 11 (Lackawanna Trail)

This highway comes south from Binghamton, Nicholson and Clarks Summit into Scranton. It comes into the circle, down Market Street, North Main Avenue, Providence Road, Mulberry Street, Adams Avenue, Cedar Avenue through Minooka, and continues south to Wilkes-Barre and Harrisburg.

Route No. 307 (Morgan Highway and Moosic-Daleville Road)

This highway is a shortened road through Scranton that saves traveling time for those transients on Route 611 and Route 6. It starts just west of Clarks Summit comes into Keyser Avenue, continues to and down Market Street, North Main Avenue, Providence Road, Mulberry Street, Wyoming Avenue, East on Lackawanna Avenue to Moosic Street and out passing Lake Scranton. It ends just east of Daleville where it joins Route 611.

The Northeastern Extension of the Philadelphia Turnpike

The Northeastern Extension of the Philadelphia Turnpike is now under construction. It will speed transportation between Philadelphia and New York State and the North and West of the United States. It begins at Willow Grove outside of Philadelphia and at the present time definite plans find it terminating at Clarks Summit. Tentative plans include its extension to the Pennsylvania State Line just south of Binghamton, N. Y.

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